



FEASIBILITY STUDY

MORNINGSIDE B NEIGHBORHOOD ROADWAY IMPROVEMENTS

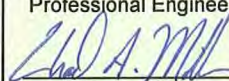
West 42nd Street, Alden Drive, Eton Place,
Morningside Road, Scott Terrace

IMPROVEMENT NO. BA-406

November 19, 2013

**ENGINEERING DEPARTMENT
CITY OF EDINA**

I hereby certify that this feasibility study was prepared by me or
under my direct supervision and that I am a duly Registered
Professional Engineer under the laws of the State of Minnesota.


Chad A. Millner

43790

Reg. No.

11/13/13
Date



FEASIBILITY STUDY – BA-406

ENGINEERING DEPARTMENT

CITY OF EDINA

MORNINGSIDE B NEIGHBORHOOD ROADWAY IMPROVEMENTS

NOVEMBER 13, 2013

SUMMARY:

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, curb and gutter spot repairs, watermain lining, upgrades to fire hydrants and gate valves, installation of sidewalks and pathways, and reconstruction of bituminous pavement.

The estimated total project cost is \$3,046,125. Funding for the project will be from a combination of special assessments, utility funds, and Pedestrian and Cyclist Safety (PACS) funds. The estimated roadway construction cost is \$1,036,125 and will be 100 percent funded by special assessments at a rate of \$7,500 per REU. Utility improvements and repairs amount to \$1,615,000 and will be funded through the respective utility fund. Sidewalk improvements amount to \$395,000 and will be funded through the PACS fund.

The project can be completed during the 2014 construction season. Staff believes the project is necessary, cost effective and feasible to improve the infrastructure as initiated by the vision of Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure".

LOCATION:

The project includes West 42nd Street, Alden Drive, Eton Place, Morningside Road, and Scott Terrace. The drawing below is a detailed project location map of the Morningside B Neighborhood Roadway Improvement Project (Figure 1). Sidewalk construction is also being considered along West 42nd Street from Grimes Avenue to just past Oakdale Avenue to the border with the City of St. Louis Park and along Grimes Avenue from West 42nd Street to Inglewood Avenue.

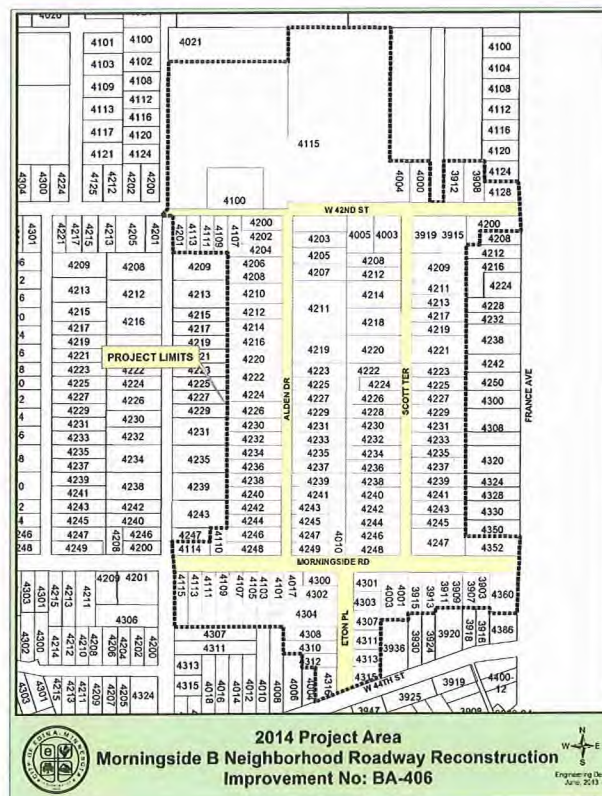


Figure 1. Project Area Map

INITIATION & ISSUES:

The Morningside B Neighborhood Roadway Improvements Project was initiated by the Engineering Department as part of the City's street reconstruction program and as identified in the Capital Improvement Program. This project addresses updating aging infrastructure issues associated with the pavement condition, storm water, sanitary sewer and watermain systems and pedestrian safety.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update, Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the Living Streets Policy, and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the plan addresses locations of proposed sidewalks facilities within the City. As shown in Figure 7.10 of Appendix F there are existing sidewalks on 42nd Street between Alden Avenue and Grimes Avenue in front of the Golden Years Montessori, Alden Drive, Eton Place, Scott Terrace, and Morningside Road. There are proposed sidewalk facilities along 42nd Street, Alden Drive, and Scott Terrace.

Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. As shown in Figure 7.11 of Appendix F there are no bicycle routes indicated within the project limits.

City of Edina Comprehensive Water Resource Management Plan

The Morningside B Neighborhood project is located within the Minnehaha Creek Watershed district. The Comprehensive Water Resource Management Plan indicates potential a storm water issue in the backyard of 4320 France Avenue and some possible storm sewer manhole surcharging in large storm events.

Living Streets Policy and Sustainability Evaluation

The vision statement of the Living Streets Policy expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Although the Living Streets Plan has not been developed, staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

Staff is also including a simple sustainability analysis for this project. We anticipate a more refined analysis after the development of the Living Streets Plan that will include review and input from a sustainability team.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the "Triple Bottom Line" of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment; such as surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?

- **Economy:** How does the project influence the local economy, what are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access and mobility to the transportation network. Where available this includes transportation options for a variety of user groups including, but not limited to, children, seniors, and disabled individuals. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or algae buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

The following is a list of issues, some generated by resident comments, addressed in this report:

- Storm water drainage
- Poor condition of existing pavement
- Existing landscaping, retaining walls, and driveways.
- Sanitary sewer
- Water quality
- Existing mature trees
- Existing lighting
- Pedestrian access and safety

Resident Input

As part of the Engineering Departments practice of notifying residents 24 - 36 months prior to a potential reconstruction project, the residents were invited to an Open House on October 8, 2012. Materials from this meeting can be found in Appendix A.

As we continue to educate and communicate with our residents we followed up with a questionnaire to the property owners on June 3, 2013. The questionnaire was completed and returned by 68 of the 130 property owners, a return rate of 52%. The full questionnaire and responses can be found in Appendix B.

The two key issues that were addressed in the questionnaire were the addition of new sidewalks and installation of decorative lighting. The responses to those questions are shown in Table 1.

MORNINGSIDE B IMPROVEMENT PROJECT –
 Results from June 3, 2013 Questionnaire Sheet

Questionnaires Sent	Questionnaires Returned	Prefer New Sidewalk		Change Existing Lighting	
		Yes	No	Yes	No
130	68	30	36	28	33
% of Returned Questionnaires	52%	44%*	53%*	41%*	49%*

* Percentages are based on responses of returned questionnaires and may not equal 100% if questions were not answered on questionnaire.

Table 1. Results from Questionnaire

A neighborhood informational meeting was then held on July 29, 2013 to discuss the improvements planned for this neighborhood. The meeting was attended by 17 residents representing 15 properties. Input from this meeting has been included in Appendix C.

Following comments received at the July 29 informational meeting, staff held a meeting with residents along 42nd Street from France Avenue to Oakdale Avenue to discuss the proposed sidewalk. Discussions focused on installation of the sidewalk on the north side of the street. The meeting was attended by 11 residents representing 9 properties. A copy of the sign-in sheet can be found in Appendix D.

Based on comments from the Edina Transportation Commission (ETC) meetings during September and October, staff held a meeting with residents west of Grimes Avenue from Morningside Road to 40th Street on November 12. A copy of the invite was also distributed to the Morningside Neighborhood Association. The meeting discussed the location of the sidewalk, the north or south side of 42nd Street.

Residents commented about sidewalk snow removal, pedestrians crossing 42nd Street if the sidewalk was on the north side, and traffic volumes and speeds specifically west of Grimes Avenue. The meeting was attended by 16 residents representing 15 properties. A copy of the sign-in sheet can be found in Appendix D.

During both sidewalk meetings, residents voiced a need for a sidewalk along 42nd Street.

EXISTING CONDITIONS: Public Utilities

Sanitary Sewer

The sanitary sewer system was installed in the late 1970's. Historical records indicate there have been only a few sewer backups or blockages in the area. The majority of the trunk sanitary sewer system has been televised and has been evaluated for areas that will need repair. Root intrusion and minor cracking account for the majority of the issues. Many of the sanitary sewer manholes are constructed of brick.

Watermain

The existing watermain system consists of 6-inch and 12-inch cast iron pipe (CIP). The system existing system is structurally sound and has experienced relatively few breaks since being installed. The water is supplied by the City of Minneapolis. There have been issues with discolored water or red water caused by hard water or mineral deposits.

The fire hydrants are original to the neighborhood and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

Storm Sewer

The storm sewer system is located within the legal boundary of the Minnehaha Creek Watershed. Resident questionnaires commented on a few locations of localized surface drainage issues and backyard ponding during heavy storm events between Alden Drive and Scott Terrace near West 42nd Street. This area is located in the FEMA defined 100-year flood plan.

Further evaluation will be done by staff regarding drainage issues resulting from the questionnaires. This project also overlaps with the flood protection and clean water improvement study.

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. The utilities are a combination of overhead and underground facilities located in the backyards or along the boulevard.

Street lighting consists of standard "ladder rack", "cobra", and "coach lantern" lights mounted on wood and fiberglass poles located at intersections and throughout the project area as shown in Appendix H.

Streets

The majority of the roadways in this neighborhood were reconstructed in the late 1970's as part of the installation of sanitary sewer. The typical street section has 2-inches of bituminous pavement. The majority of the neighborhood currently has concrete curb and gutter and the roadway widths

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vary from 20 to 30 feet wide. The pavement condition varies throughout the neighborhood and is in relatively poor condition (Photos 1 & 2).

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for Morningside B is 13. Examples of the raveling and alligator cracking can be seen in photos 1 & 2.



Photo 1. Existing Pavement Condition



Photo 2. Existing Pavement Condition

The City of Edina contracts with a consultant to evaluate all bituminous roadways within the City. The streets were graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100; with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

Street grades vary throughout the area with some flat areas that collect storm water along the edges of the roadway that causes additional deterioration of the pavement.

The pavement throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

Sidewalks

Sidewalks exist throughout the neighborhood with some missing segments. Sidewalks are located along both sides of Morningside Road and Eton Place, along the west side of Alden Drive and partially along the east side, along the east side of Scott Terrace and partially along the west side, and along the north side of West 42nd Street between Grimes Avenue and Alden Drive in front of the Golden Years Montessori.

Sidewalk construction is also being considered along West 42nd Street from Grimes to just past Oakdale Avenue to the border with the City of St. Louis Park and along Grimes from West 42nd Street to Inglewood Avenue.

The council received a petition for consideration of a sidewalk along Grimes Avenue from West 42nd Street to Inglewood Avenue. A map of the existing and proposed sidewalks is shown in Figure 2 and Appendix C.

Record drawings from utility projects dated 1978 and 1994; show sidewalk construction was planned for Scott Terrace, Alden Drive, and West 42nd Street from France Avenue to Alden Drive. They were not installed.

Landscaping

Some properties have vegetation, hardscapes or other landscaped items within the City right-of-way. Many of these landscape items are located directly behind the curb or around existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work.

Traffic and Crash Data

Traffic measurements completed in 2005, 2011, and 2013 are shown in the table below. The traffic and crash data is shown in Appendix G.

Street	Year	ADT	85th Percentile Speed
42 nd Street	2005	982 to 989	28.7 to 28.9 mph
	2011	1598	26.6 mph
	2013	1445	29.6 mph
Morningside Road	2013	1783 to 2196	27.6 to 39.37 mph
Alden Drive	2013	257	22.3 mph

PROPOSED IMPROVEMENTS:

The project involves localized rehabilitation of the sanitary sewer, upgrades to the storm sewer system, concrete curb and gutter spot repairs, watermain lining, upgrades to fire hydrants and gate valves, installation of sidewalks, and reconstruction of bituminous pavement.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Public Utilities

Sanitary Sewer

The trunk sanitary sewer has been televised and based on our evaluation portions of the trunk sewer will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods.

A cementitious manhole liner will be installed to the brick sanitary sewer manholes to improve the structural integrity and reduce the possibility of I/I.

Watermain

To address the discolored water caused by mineral deposits, the City will contract with the City of Minneapolis to clean and concrete line the cast iron watermain. During this work, water will be supplied by a temporary, above ground, water system. City owned water service pipes will not be reconstructed as part of this project.

Watermain upgrades also include replacing all the gate valves and upgrading fire hydrants to City standard.

Storm Sewer

Spot repairs will be made to the concrete curb and gutter that are no longer functioning properly.

The storm sewer network will have modifications to improve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition.

In coordination with the flood protection and clean water improvement study, staff with assistance from Barr Engineering, is investigating the impact to the storm sewer network if storm sewer is extended to 4320 France Avenue. Estimated costs are included for this work.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system. This pipe can also be used by the property owners that had backyard ponding concerns.

Private Utilities

Private utility owners have expressed some interest in upgrading some of their networks within the project limits. This work is not part of the City's project but will be coordinated to occur prior to our construction activities.

Streets

The project will reconstruct the streets with a bituminous surface while maintaining the majority of the existing curb and gutter. The existing pavement will be recycled for use in the new roadway.

The proposed improvements acknowledges many of the comments and concerns raised by residents throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Residential Roadway Lighting

The questionnaire asked if residents wanted to reconstruct the street lights in the project area. The results from Table 1 show that property owners are

split on whether or not to reconstruct the street lights. Currently the City does not have a standard to determine where and when street lighting should be improved. These concerns will be addressed with the Living Streets Plan that is under development.

Unlike other infrastructure improvements, lighting can be installed at a later date with minimal disturbance by the use of trenchless technologies. The lighting of the neighborhood is sufficient to delineate the intersections therefore staff is recommending no revisions to the current street lighting.

Sidewalks

Staff is proposing a combination of 4-foot and 5-foot wide concrete boulevard style sidewalks (Photo 3).



Photo 3. Boulevard Style Sidewalk

The 5-foot wide concrete sidewalk will be constructed along the entire north side of West 42nd Street from France Avenue to the Edina City limits just west of Oakdale Avenue and along the east side of Grimes Avenue from West 42nd Street to Inglewood Avenue.

Staff will continue to study traffic volume and speed along West 42nd Street, west of Grimes Avenue to determine if traffic calming measures are warranted as part of a future street reconstruction project. Staff felt the pedestrian safety issue along West 42nd Street needed to be addressed in 2014 with the installation of a sidewalk.

The north side of West 42nd Street was selected as the preferred location based on the amount of available right-of-way and the number of potential conflicts compared to the south side. The north side of West 42nd Street has approximately 12-feet of right-of-way whereas the south side has approximately 6-feet. Conflicts include retaining walls, steep slopes, landscaping, fire hydrants, utility poles, storm sewer manholes, and trees.

The north side also provides the ability to connect to the existing sidewalk at the Golden Years Montessori School.

The 4-foot wide concrete sidewalks will be constructed along Alden Drive and Scott Terrace to complete the missing sidewalk segments. Figure 2 shows the existing and proposed sidewalk facilities

The grass boulevard that separates the existing curb and gutter from the proposed sidewalk will vary between 4-feet and 6-feet in width depending on existing conditions. The separation from the vehicle traffic creates a more pedestrian friendly environment and allows for snow storage during the winter.

Segments of existing sidewalk will be replaced where they are structurally deteriorating and/or are trip hazards.

The Edina Public Works Department will maintain the 5-foot wide sidewalks including snow removal located along West 42nd Street from France Avenue to Grimes and along Grimes Avenue from West 42nd Street to Inglewood Avenue. Snow removal on the 5-foot wide sidewalks west of Grimes Avenue and on the 4-foot wide sidewalks would be responsibility of residents.

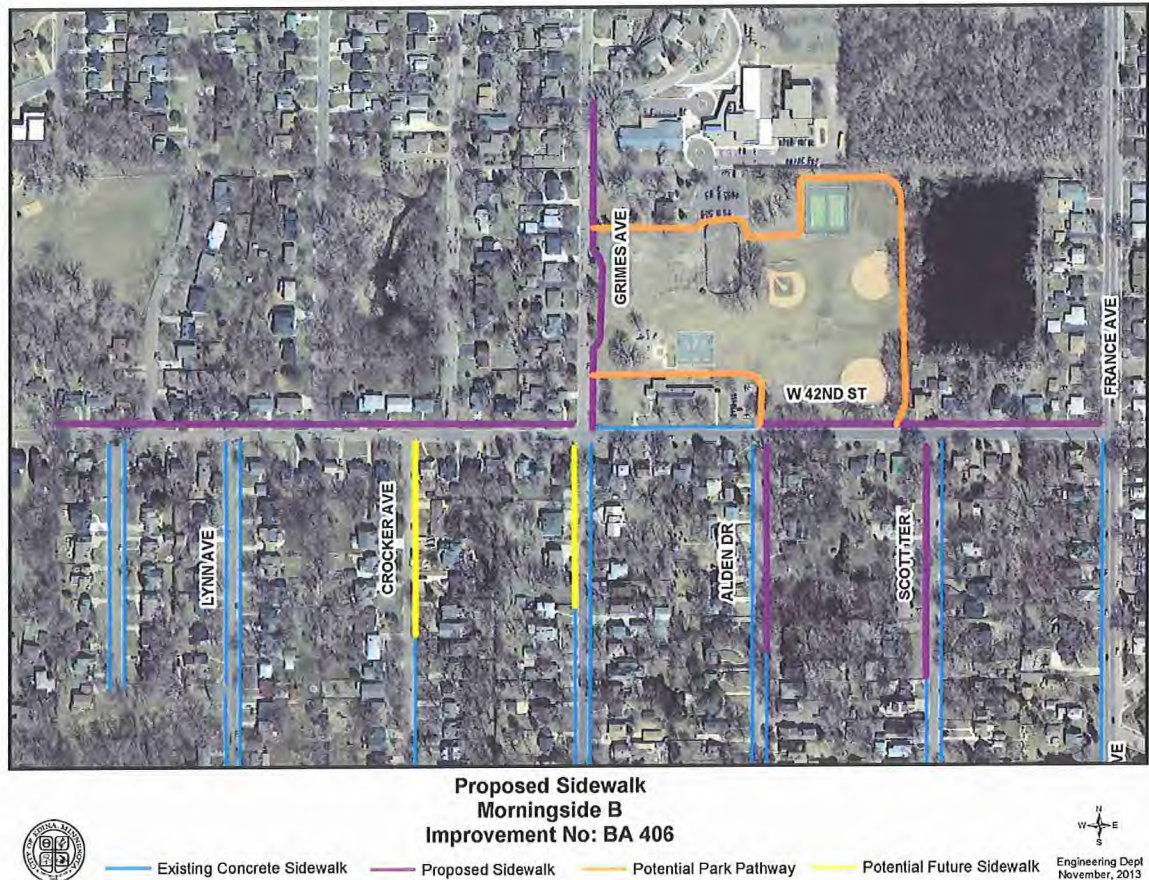


Figure 2. Proposed Sidewalk Facilities

The Edina Transportation Commission reviewed staff's sidewalk recommendations at both their September and October meetings. The ETC approved a motion at their October meeting to forward the recommendations east of Grimes Avenue and north of West 42nd Street contained in this feasibility study to the council.

Further discussion will be conducted about the sidewalk along West 42nd Street west of Grimes Avenue at the November ETC meeting.

Resident comments suggest additional crosswalk pavement markings may be needed along West 42nd Street. Staff will review the existing traffic controls, measure pedestrian counts and vehicle time gaps and determine where additional crosswalk pavement markings meet the criterion outlined with the City's Local Traffic Control list.

RIGHT-OF-WAY & EASEMENTS:

The right-of-way for Alden Drive and Scott Terrace is 40 feet wide. The right-of-way for Morningside Road and Eaton Place is 60 feet. West 42nd Street has a right-of-way of 50 feet. All proposed improvements stay within the right-of-way and no additional easement requirements are anticipated.

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PROJECT COSTS:

The total estimated project cost is \$3,046,125 (Table 2). The total cost includes direct costs for engineering, clerical and construction finance costs from the start of the project to the final assessment hearing. Funding for the entire project will be from a combination of special assessment and utility funds. The estimated roadway construction cost is \$1,036,125 and will be 100 percent funded by special assessments. Any new or replaced concrete curb and gutter is included under the storm sewer fund, not under the roadway special assessment. Utility improvements and repairs amount to \$1,615,000 and will be funded through their respective utility fund. Sidewalk improvements and repairs amount to \$395,000 and will be funded through the PACS fund.

Item	Amount	Total Costs
Roadway:	\$1,036,125	
Roadway Total:		\$1,036,125
Utilities:		
Storm Sewer	\$442,000	
Watermain	\$870,000	
Sanitary Sewer	\$303,000	
Utilities Total:		\$1,615,000
Sidewalk:		
Within Project Limits	\$185,000	
42 nd St to City Limits	\$150,000	
Grimes Ave	\$60,000	
Sidewalk Total:		\$395,000
Total Project:		\$3,046,125

Table 2. Estimated Project Costs

ASSESSMENTS:

The assessments are based on the City's Special assessment policy. Based on the policy there are 138.15 residential equivalent units (REU). The assessments will be levied against the benefiting adjacent properties, see attached preliminary assessment role in Appendix E.

The estimated assessment per REU is \$7,500 (Figure 3).

The methodologies for calculating the REU's for properties other than one REU are described below:

Residential Corner Lots:

4201 Grimes Avenue and 4128, 4200, and 4352 France Avenue, 0.33 REU = (1 REU) x (1/3 side yard)

Residential Apartment Corner Lot: Edina Morningside Condominiums

4360 France Avenue, 1.34 REU = (0.5 REU's per apartment) x (8 apartments) x (1/3 side yard)

School: Golden Greens LLC known as Golden Years Montessori

4100 West 42nd St, 1.5 REU's = (7713 sf / 1000 sf) x (0.2 REU's per 1000 sf) / (1 access)

City of Edina: Weber Park

4115 West 42nd Street, 8 REU's = Layout of park property with similar size buildable lots in the neighborhood.



Figure 3. Preliminary Assessment Map

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PROJECT SCHEDULE: The following schedule is feasible from an Engineering standpoint:

Project Open House 2012	October 8, 2012
Neighborhood Informational Meeting	July 29, 2013
West 42 nd Street Sidewalk Informational Meeting #1	August 21, 2013
ETC Feasibility Study Review	September 19 and October 24, 2013
West 42 nd Street Sidewalk Informational Meeting #2	November 12, 2013
Receive Feasibility Report	November 19, 2013
ETC Feasibility Study Review	November 21, 2013
Public Hearing	December 10, 2013
Bid Opening	March/April 2014
Award Contract	Spring 2014
Begin Construction	Spring 2014
Complete Construction	Fall 2014
Final Assessment Hearing	Fall 2015

FEASIBILITY: Staff believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Morningside B Neighborhood.

APPENDIX:

- A. 2012 Open House Meeting Letter and Presentation
- B. Property Owners Questionnaire
- C. 2014 Neighborhood Roadway Reconstruction Informational Meeting
- D. West 42nd Street Sidewalk Informational Meeting #1
- E. Preliminary Assessment Roll
- F. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
- G. Traffic and Crash Data
- H. Existing Street Lights and Signs
- I. Living Streets Policy
- J. West 42nd Street Sidewalk Informational Meeting #2
- K. Resident Correspondence

APPENDIX A

2012 Open House Meeting



September 26, 2012

2014 Neighborhood Roadway Reconstruction

Morningside Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2014. The enclosed map identifies your project area. We will hold an open house Monday, Oct. 8, to provide information about this project and others being considered for 2014 and 2015.

The open house will be held 7 to 9 p.m. at the Public Works & Park Maintenance Facility, 7450 Metro Blvd. We will discuss how projects are prioritized for reconstruction, funding, typical construction timelines, how you will be impacted, and how you can prepare.

Neighborhood roadway reconstruction projects are funded by special assessments and respective City utility funds. We have included with this letter a history of past special assessments in the City.

The City utility funds cover approximately 40 to 50 percent of a typical project; residents pay the remaining portion in a form of special assessment that you will have an option to pay over 15 years. The special assessment typically includes cost of the new roadway. Utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility funds and are not assessed to property owners.

Sidewalks and streetlights are not assessed and are not included with every project. A future questionnaire will help us evaluate the need for sidewalks and streetlights.

If you cannot attend the open house, information presented will be available on the City of Edina's website following the meeting (www.EdinaMN.gov/FutureProjects).

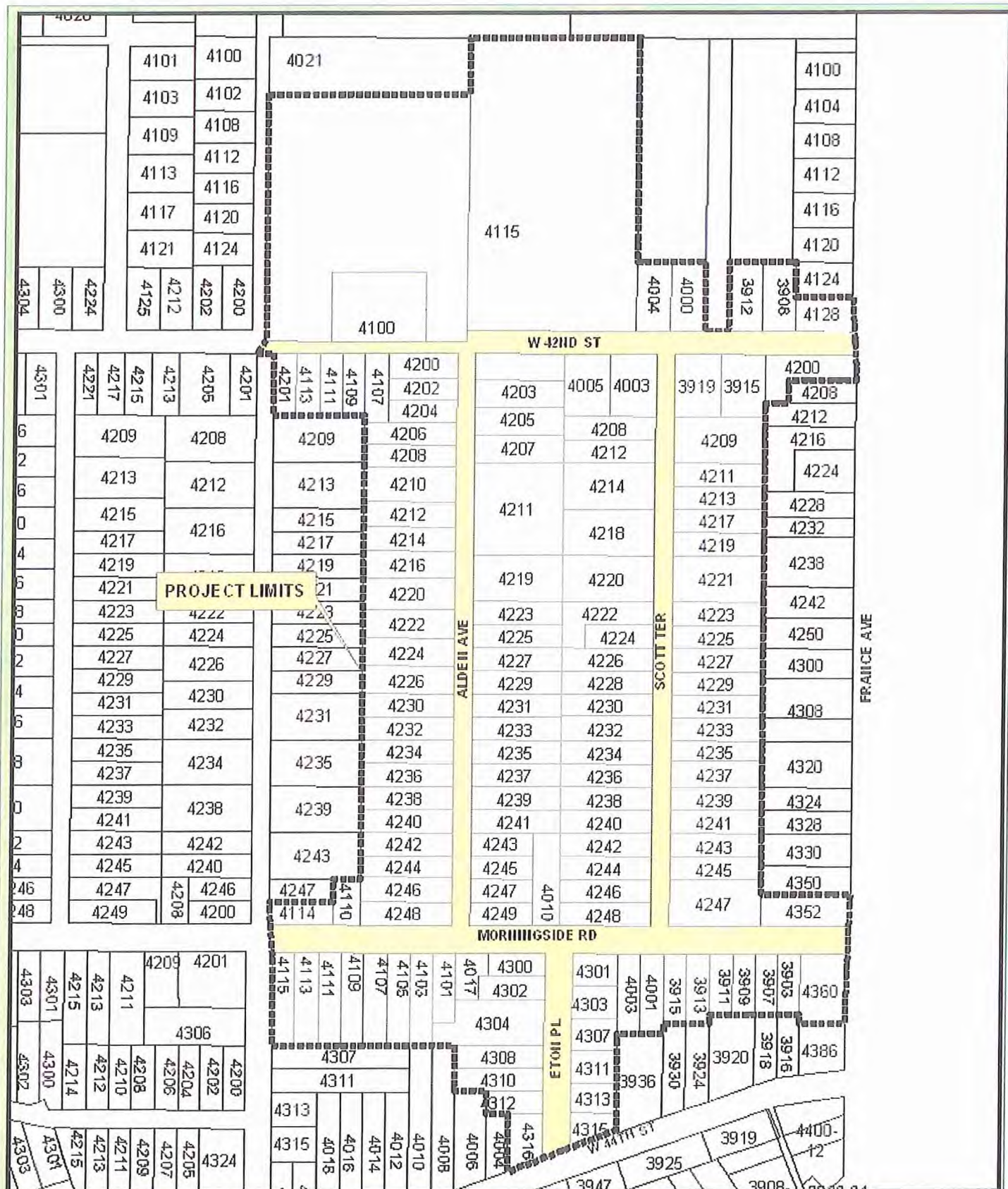
If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

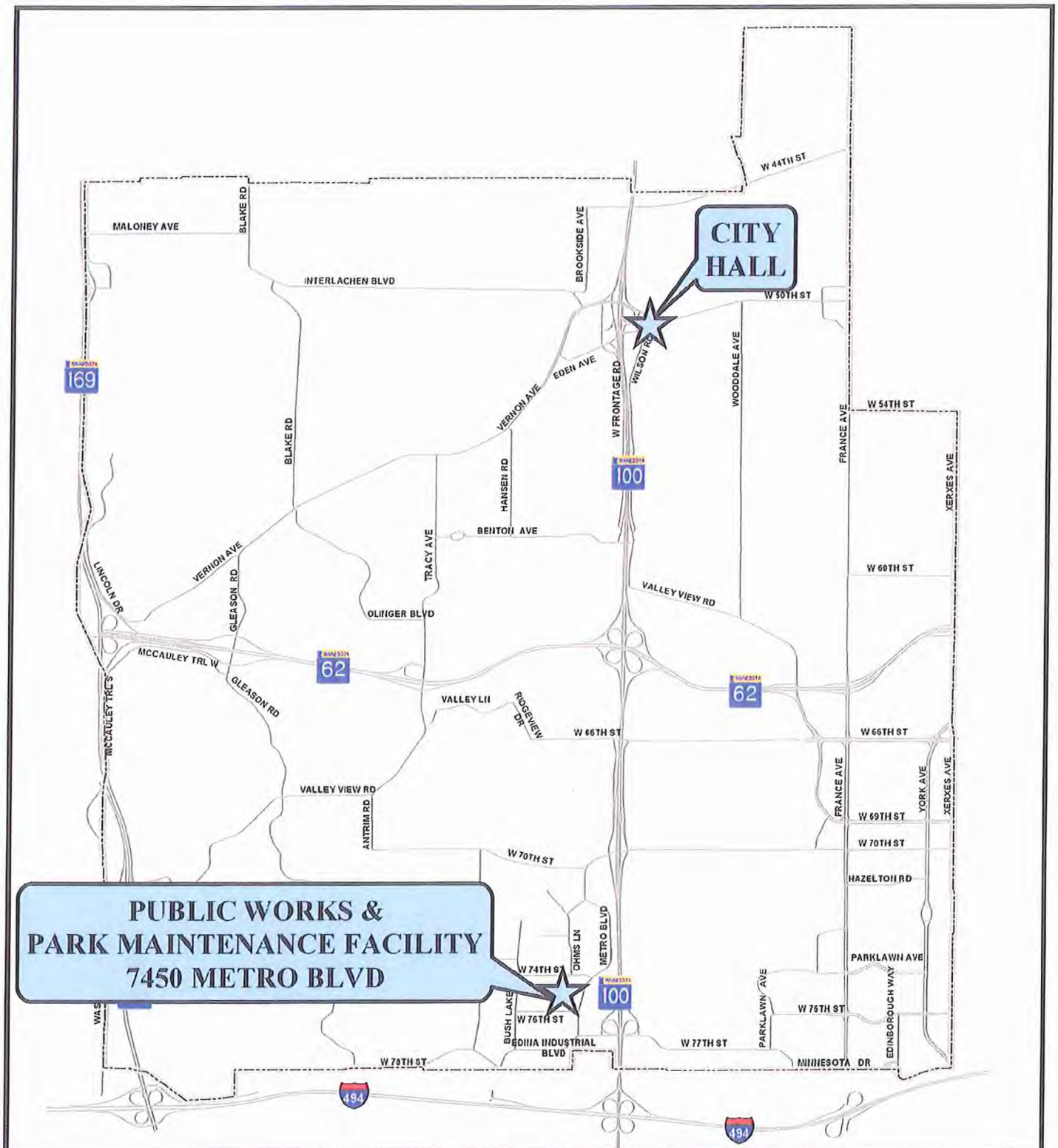
A handwritten signature in black ink, appearing to read "Chad Millner".

Chad Millner, PE
Assistant City Engineer

Enc: Public Works & Park Maintenance Facility Map, Project Area Map and Special Assessment History



Project Area **Morningside Neighborhood Roadway Reconstruction** **Improvement No: BA-406**



City of Edina
Public Works & Park Maintenance Facility
7450 Metro Blvd
Edina, MN 55439
Hours 7:00am - 3:30pm
Engineering Phone: 952-826-0371
Public Works Phone: 952-826-0376



**City of Edina Street
Reconstruction Assessment History**

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2005	Halifax and Grimes	Halifax Ave, Grimes Ave, Grimes Ln and W 60th St	\$6,784.91	\$5,560.21
	Schaefer Circle		\$7,900.00	\$8,001.12
	Schaefer Rd		\$9,400.00	\$9,421.53
	South Harriet Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 52nd St and W 53rd St	\$6,300.00	\$6,216.75
	Sunnyslope	Dale Dr, Hilltop Ln, E & W Sunnyslope Rd, Ridge Pl and Woodhill Way	\$9,630.14	\$9,678.73

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2006	Bridge Ln & Townes Rd	Bridge Ln and Townes Rd	\$9,727.27	\$9,775.17
	Creston Hills	Balfanz Rd, Creston Rd, Dunberry Ln, Laguna Dr, Judson Ln, Oaklawn Ave and Point Dr	\$9,735.29	\$9,513.71
	Nine Mile Village	Falcon Ct, Oriole Ln, Pheasant Ct, Redfox Ln, Sandpiper Ct and Villa Ln	\$3,500.00	\$3,465.14

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2007	Southdale	Cornelia Dr, Dawson Ln, Dunberry Ln Hillcrest Ln, Southdale Rd and W 68th St	\$9,300.00	\$8,465.24
	Todd Park	Division St, Hollywood Rd, Oxford Ave, Parkside Ln, Rutledge Ave, Vandervork Ave and W 48th St	\$10,312.07	\$6,355.20
	Woodhill	Brittany Rd, Dunberry Ln, Roycar Rd, Southcrest Dr, Upper Terr, West Shore Dr, and Wilford Way	\$9,300.00	\$8,315.59

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2008	Concord Ave- State Aid		\$4,400.00	\$3,548.57
	Edina Highlands	Ayrshire Blvd, Croyden Ln, Duncraig Rd, Glenbrae Cir and Lochloy Dr	\$15,210.55	\$11,787.89
	Richmond Hills	Edenmoor St, Pinwood Trl, Richwood Dr and Sherwood Rd	\$10,234.00	\$6,294.87
	Wood End Dr		\$10,000.00	\$9,335.04
	Woodland Ln & Circle	Woodland Ln and Woodland Cir	\$14,347.22	\$13,491.99

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2009	Country Club	Bridge St, Browndale Ave, Edina Blvd, Edgebrook Pl, Moorland Ave, Sunnyside Rd and Wooddale Ave	\$22,900.00	\$20,389.70
	Country Club Fairway	Arden Ave, Bruce Ave, Casco Ave, Country Club Rd, Drexel Ave and Sunnyside Rd	\$18,210.00	\$16,174.14
	St Johns Park	Ashcroft Ave, Fairfax Ave, St Johns Ave, W 59th St and W 60th St	\$9,300.00	\$6,477.53
	South Garden Estates	Andover Rd, Belvidere Ln, Claremore Ct, Dunham Dr, Wooddale Ave and West Shore Dr	\$8,931.15	\$5,423.80
	Mirror Lakes	Chantrey Rd, Dundee Rd and Mirror Lakes Dr	\$9,375.16	\$6,088.99

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2010	Braemar Hills	Braeburn Cir, Loch Moor Dr, Hill-a-Way Ct, Mark Terrace Circle and Drive	\$9,150.82	\$6,724.13
	Bror Road		\$9,077.04	\$4,833.11
	Interlachen Bluff		\$11,349.01	\$9,361.52
	Interlachen Circle		\$9,074.24	\$7,561.46
	Moccasin Valley Road		\$11,222.27	\$6,643.85
	Pamela Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 59th St, W 60th St and W 61st St	\$9,000.00	\$5,343.65
	Parkwood Knolls	Idylwood Ln, Knoll Dr, Parkwood Rd, Schaeffer Rd, S Knoll Dr and Westwood Ct	\$13,314.55	\$10,800.08

NOTE: COST ARE PER RESIDENTIAL EQUIVALENT UNIT (REU). PLEASE REFER TO THE SPECIAL ASSESSMENT POLICY
<http://edina.gov/index.php?section=special-assessments-policy>

**2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012**

	NAME	ADDRESS
1	BYRON ZOTALEY	6101 BIRCHCREST DRIVE
2	Sally O'Brien	
3	Larry & Rosaline O'Niesse	6064 Olinger Circle
4	HARTLEY JOHNSON	5129 GORGAS AVE
5	Christine Ehrlich	5701 Hawkes Drive
6	Kimi Ode	4220 Scott Terrace
7	Roy Burns	5208 WARDEN AVE
8	Jeff Miller	3219 W. 60 th St.
9	Joe & Teresa Christensen	5809 Merold Dr.
10	WAYNE LIMOTOLKI	5024 VACEY VIEW RD.
11	Anne & John Cronin	7308 Claredon Drive
12	Rosemary Jellin	5021 Minnehaha Blvd.
13	Jim McNulty	6001 ANNIE BRAE DRIVE
14	STEVE SANDO	5133 JUANITA AVE
15	JIM LUTHER	6078 OLINGER CIR
16	Judd Rietkerk	6109 Tindale
17	JOHN HATZUNG	6024 YORK AVE S
18	Marlin Wiemer	5129 Juanita Ave
19	Lori Ying	6016 Abbott Ave S.
20	Lisa O'Brien	5333 Minnehaha Blvd.
21	Greg & Lyndy Benson	6120 Wilman Ave
22	Catherine Crone	4300 Eton Place
23	STEVE & GINA VOGT	5029 BRUCE PL
24	Michael & Dervie Crespo	5829 Grove St.
25	Matt Youngstrom	5108 W 62 nd St.
26	Tom Lavelle	6137 Birchcrest Dr
27	DAN RIVKIN	4231 ALDEN DR
28	GARY Schilling	5017 BRUCE AVE
29	Gusman Chandler & Bruce McCallum	5709 Hawkes Dr.
30		

**2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012**

	NAME	ADDRESS
1	Nancy Tarbox	5128 Juanita Ave, Edina 55424
2	John Danicic	4220 Scott Terrace
3	JOHN ZIMMERMAN	4201 ALDEN DRIVE
4	Peter Brusius	5205 Minnehaha Blvd
5	Don & Lori Reiland	5820 Grove St.
6	Dick BIELKE	6201 WILBY AVE
7	Wayne Dondro	6320 Minnehaha Ave
8	Lory and Sarah Kudrna	4247 Alden
9	PAK DOWNEY	7501 N 14th Ave PARK DR
10	Richard Letscher	7435 Hyde Park Lane
11	George & Joyce Noble	6000 Abbott Ave. So.
12	Thomas Fureault	6020 Abbott Ave So
13	TOM SHAUGHNESSY	5705 WYCLIFFE RD
14	JOHN WHEATON	5109 ARDEN AVE
15	BARB NIELAND	5206 ALDEN PR
16	HOWARD Holz	5115 VALLEY VIEW Rd
17	Bob Hussey	7500 Hyde Park Drive
18	Walter B. Carlson	5225 Minnehaha Blvd.
19	DAVID PASTHUS	5100 INDIANOLA AVE
20	Jody Nahlovsky	4236 Alden Drive
21	Kerry McGrain	5229 Minnehaha Blvd
22	Ben Bryant	6016 Birchmont Dr
23	Dan Katan	5101 Juanita Ave
24	Marge & Jerry Fischer	5805 Amy Dr.
25	Fred Golobly	6104 Tynedale Ave
26	Molly Urbanski	5800 Stuart Avenue
27	Michelle Hobbs	5128 Gargas Ave
28	Karel Loring	5312 Halifax Ave
29	Mary Shaffchen	5309 Halifax Ave S.
30		

2014 AND 2015
NEIGHBORHOOD ROADWAY RECONSTRUCTION
OPEN HOUSE
OCTOBER 8, 2012

	NAME	ADDRESS
1	JOHN KING	7300 SCHEY DR.
2	Judith Schmitz	5900 Merold dr
3	KEVIN WAND	5916 Dewey Pl NE Rd
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Anticipated 2014 & 2015 Neighborhood Roadway Reconstruction Projects

Open House Meeting

October 8, 2012



Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Jeff Buffie

Eng. Coordinator

Sharon Allison



Environmental Eng.
Ross Bintner



Asst. City Engineer
Chad Millner



Director of Engineering
Wayne Houle



Anticipated 2014 Projects

**Clover Lane Addition
Edina Terrace
Hawkes Addition
Morningside
Walnut Ridge**



Anticipated 2015 Projects

**Edina Highlands Lakeside
Glen View Addition
Holands
Hyde Park**



Process





Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall	Final assessment hearing



Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help maximize the economics of scale for construction.



What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter – all or pieces
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses



Typical Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe in various locations



Typical Roadway Improvements

- Curb and gutter
- New roadbed and pavement surface



Typical Roadway Improvements

- Spot driveway end replacement



CITY OF EDINA



Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

www.EdinaMn.gov

CITY OF EDINA



Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.

www.EdinaMn.gov

CITY OF EDINA



Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

www.EdinaMn.gov

CITY OF EDINA



Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

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Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.

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Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older

www.EdinaMn.gov

CITY OF EDINA



What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

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CITY OF EDINA



What You Can Expect

- Dust, noise and mud.
- Localized ponding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.



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CITY OF EDINA



What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.



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CITY OF EDINA



Property Impacts

- Items located within the City's right-of-way may be damaged
 - Private utilities will be repaired if you notify us of them.
 - You can remove plantings and other landscape features before the project.
 - The City will seed or sod in the right-of-way after the project is complete.

www.EdinaMN.gov

CITY OF EDINA



Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Are there traffic issues in your neighborhood?
 - Are there drainage issues in your neighborhood?
 - Pet fences and irrigation systems
 - Any other concerns?

www.EdinaMN.gov

CITY OF EDINA



Communication Tools

- Become a neighborhood captain to help facilitate project communication.
 - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there is time-sensitive information.
- Final assessment notices are mailed one year after construction.

www.EdinaMN.gov



City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.



How to Prepare

- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed



Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.



Thanks for your time!

Questions?



2014 and 2015 Neighborhood Roadway Reconstruction - 72 People Attended
Question and Answer Session from the Oct 8, 2012 Open House Meeting
Held at Public Works and Parks Maintenance Facility from 7 to 9 pm

Number	Question	Answer
1	What is the estimated interest rate used as a finance charge for the assessments?	At last Monday's City Council meeting, the assessment policy was amended. Residents are now charged 1% over the interest rate the City can borrow money at. Last year the residents paid a rate of 4.3%.
2	How do you handle residents that are handicapped during construction?	The Contractor is required to accommodate access to handicapped residents at all times. They are also required to allow medical deliveries to occur as scheduled. If this is the case, please provide staff a name and contact information so we can coordinate with the contractor.
3	Considering the heavy equipment used for tear down/rebuilds, shouldn't there be a surcharge for road wear and tear?	Contractors for those type of projects are required to acquire permits from the City. Those permits fees are a revenue source for City operations. City streets are designed to handle the vehicle loads expected over the life of the pavement and vehicles are only allowed to carry a certain amount of weight depending on the type of roadway. Approximately 97% of the loads are generated by garbage trucks. During the spring there are load restrictions that limit the weight a truck can haul. The City has also developed a Construction Management Plan that requires builders and contractors to adhere to specific rules during construction.
4	Explain how roads are chosen for reconstruction.	The City evaluates the watermain break history, sanitary sewer blockages, storm sewer issues, and pavement condition index to rank neighborhoods by need. The rankings are balanced based on size and location to determine what areas the City can complete in a given year.
5	Would like to see the PCI and explanation.	Residents can contact the engineering department to discuss specific project details such as the pavement condition index.
6	Concern about Elm's that have been cared for with substantial investment.	The City has very strict requirements put in place to protect trees during construction. The Contractor is required to follow those rules or monies will be held from the contractor. The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
7	Is there a warrantee period for trees?	The City has very strict requirements put in place to protect trees during construction. The Contractor is required to follow those rules or monies will be held from the contractor. The City makes every effort to save trees located in the City's right-of-way. It is a rare case when a tree needs to be removed and that would only be a last resort for improvements.
8	How are alleys and unimproved areas treated that are within the project area?	This has not been determined at this time.
9	Explain the financing.	The project is financed by the City until the final assessment hearing. At the final assessment hearing, residents are responsible to the roadway costs and financing costs. The residents pay interest 1% above the rate the City can borrow money at. The assessment can be paid right away without finance charges or up to 15-yr's with finance charges.
10	Explain how the final assessment changes from the original.	The feasibility study is an estimated assessment based on previous project costs, quantities, and financing. The final assessment is calculated after the project with the actual costs, quantities, and finance costs.
11	How are corner lots assessed?	Per the assessment policy, corner lots are assessed a total of 1 REU. Depending on the address, the property may get a 1/3, 2/3, or 1 REU value for the current project. Past projects may have already charged the property a partial REU with that project. All properties will be reviewed for REU calculations during the feasibility study phase of the project.
12	There is high bus traffic from school and church. How are they held accountable?	Schools, churches, and City properties are assessed for projects based on access to the streets or square footage of building along the streets being reconstructed. REU calculations for undeveloped properties are done based on the number of potential properties that could occupy the area.
13	How long does a reconstructed road last?	A reconstructed roadway is expected to last 30 to 50-years depending on maintenance, traffic volumes and weights, weather, etc. Many of the utility upgrades have a life expectancy of 80 to 100-years.
14	How are you handling roads that are currently concrete?	The City does not currently have a plan for concrete streets. This winter the City is hoping to develop a plan for the concrete streets. There are a few concrete streets included with the 2014/2015 projects. We intend to construct those with concrete curb and gutter with bituminous pavement.
15	How are parks assessed if they are within the project area?	Schools, churches, and City properties are assessed for projects based on access to the streets or square footage of building along the streets being reconstructed. REU calculations for undeveloped properties are done based on the number of potential properties that could occupy the area.
16	How do you match special driveways?	The City replaces driveway pavement whether it is bituminous or concrete to pre-existing material type (pavers, concrete or bit), color, and finish. The City does not replace Hage or other lifetime warranty driveways to their same structural properties. Typical concrete construction places 6-inches of gravel under 6-inches of concrete for driveways. These structure properties last 30-50 years. The City cannot afford to replace driveways that can be multiple times the cost of typical construction practice. If the homeowner wants driveway pavement constructed to Hage standards, the City will pay the homeowners contractor the value of the driveway at bid unit prices. The homeowner will be responsible for the additional cost to go above typical construction practices. If we know about the driveway prior to construction, we will attempt to protect that driveway so no replacement will be needed. We will begin to determine those construction limits during the plan production phase of the project.
17	How do you assess 1 house on 2 lots?	In this case the assessment would be 1 REU for the 1 single family unit.
18	What design of curb is used?	If there is existing curb in the neighborhood and the project is trying to protect that curb, we will match what is there. If there is no curb or the curb is being removed, the City installs B618 curb and gutter. This keeps cars off lawns, it improves storm water drainage, and it keeps snow plows in the roadway.
19	Explain the process if there is currently no curb.	If there is no curb, the City recommends installing B618 curb and gutter. This keeps cars off lawns, it improves storm water drainage, and it keeps snow plows in the roadway.
20	Explain the difference between primary and secondary bike routes.	Primary bike routes are a network of routes to access the city's schools and major recreational centers. They connect to regional assets and convenient travel points outside Edina. Secondary routes work in concert with Primary routes to establish a finer-grained network and are most useful as means for reaching Primary routes and for some local trips.
21	Since you claim this construction will increase property values, will the city assessor raise our values as well?	Per State Statute Chapter 429, assessments are levied against properties that benefit from a project. Although each property is assessed a value, the assessing department does not raise the property values at the same time. Property values are determined by averaging properties sold in the area so typically values increase gradually over time after the project is completed.
22	Concrete versus asphalt?	Concrete is typically more expensive to construct and maintain. Our staff normally recommends bituminous streets.
23	Will Morningside watermain be replaced? Services?	The extent of utility reconstruction will be determined during the feasibility stage of the project. At this time we understand there are some issues with the watermain system in the Morningside Neighborhood. We anticipate some work on the watermain as part of the project.
24	Considering this years projects, is the impact on residents typical?	Major construction operations for a neighborhood project typically last 8-10 weeks. This includes the first layer of paving and restoration of the lawns. Typically the last layer of paving occurs after the entire project is complete. Tracy Avenue had a few other factors associated with it therefore it is taking more than the 8-10 weeks. All major items on the Tracy Ave project will be completed by the end of the month.
25	Are sanitary services added to the assessment?	Typically No.

APPENDIX B

Property Owners

Questionnaire



June 3, 2013

2014 Neighborhood Roadway Reconstruction Morningside B Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2014. See the attached map identifying your project area. On April 16, the City Council adopted neighborhood names and boundaries as part of the Name Your Neighborhood Project. Please note that your neighborhood name associated with the roadway reconstruction and utility improvements may have changed. Some neighborhood names stayed the same.

Please save the date of **Monday, July 29** to attend an informational meeting from 6 to 8 p.m. to learn information about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 14.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2015. The special assessment is payable over 15 years.
- The special assessment is for the cost of the new roadway. Sidewalks and streetlights are funded through the Pedestrian and Cyclist Safety Fund. However, sidewalks and streetlights are not included with every project. The questionnaire helps us evaluate the need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project planning process. We will present the feasibility report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2014.

If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

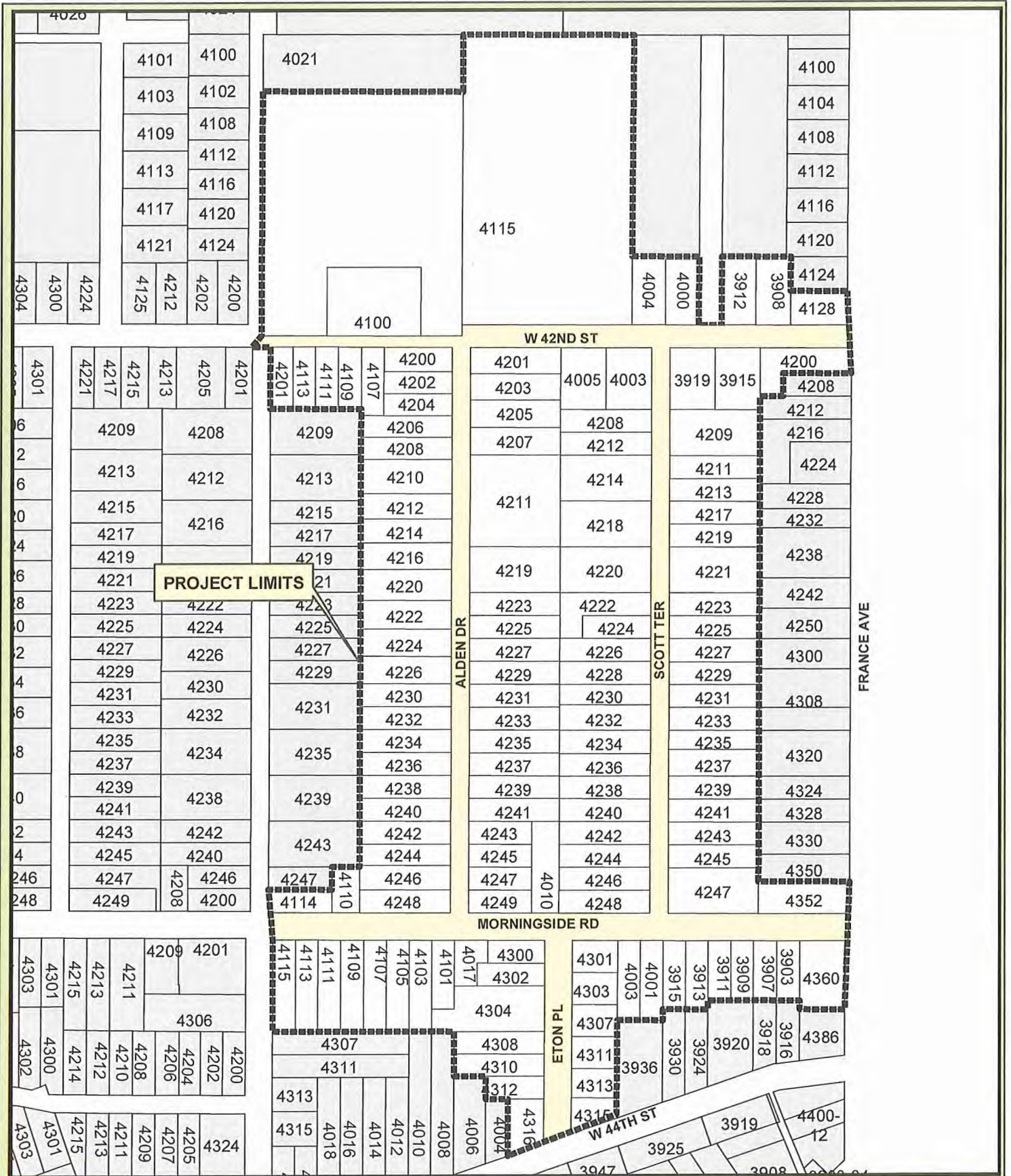
A handwritten signature in black ink, appearing to read "Chad Millner".

Chad Millner, PE
Assistant City Engineer

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



2014 Project Area **Morningside B Neighborhood Roadway Reconstruction** **Improvement No: BA-406**



Engineering Dept.
June, 2013



Resident Questionnaire Instructions

2014 Neighborhood Roadway Reconstruction

Thank you for your time. Your responses to the attached questionnaire will help us design your neighborhood's project. Here is background information that will aid you in filling out the questionnaire. Each numeral relates to the corresponding survey question.

I. Drainage Service Connection

A typical sump pump discharges onto a homeowner's lawn. There are several sump pump drainage issues to look for. First, if your lawn drains back to your house, sump pump discharges can cause problems with your lawn, your neighbor's lawn or your basement. If the sump pump discharge runs down the gutter line, it can promote algae growth in the street. Finally, discharging the sump pump into the sanitary sewer system using floor drains or laundry tubs is against the law, both by City Ordinance and State Statute.

To prevent the issues mentioned above, your street reconstruction project could include a City sump drain system along the roadway to collect groundwater, storm water runoff, and discharges from private sump pumps, roof drains or any other runoff from private property. If the topography and final street designs favor a sump drain system, you could connect to it. That is why survey questions I.C. and I.D. ask about your sump pump preferences. Keep in mind that installation of the pipe from your house to the City sump drain system would be your responsibility, including plumbing modifications connection. However, the City sump drain system is funded through the storm sewer utility fund.

II. Local Drainage Problems

As part of the storm sewer and sump drain design process, we would like to know if storm water run-off stands in the street or sidewalk in front of your house. If this or similar situations are occurring in your area, please describe it in this section of the questionnaire. We will review for possible corrective action.

III. Private Underground Utilities

It is very important that you fill out this section. Some residents install private underground utilities in the roadway right-of-way (the area from the edge of the roadway to your property line). The most common private utilities include lawn irrigation and pet containment systems. Utility and roadway reconstruction can damage these utilities. If they are damaged during the street reconstruction project, they will be repaired. Additionally, if the contractor knows the location of these private utilities, crews can attempt to avoid damaging them during construction.

IV. Residential Streetlights

As part of all reconstruction projects, staff typically asks if residents favor upgrading their streetlight system. In some cases, the streetlight system is at the end of its useful life and requires upgrading. We do not know yet the condition of your specific streetlight system; an evaluation will be done later. Funding for streetlights is through the Pedestrian and Cyclist Safety Fund (PACS).

In the residential streetlight option section of the questionnaire are examples of the different styles of street lighting that could be installed in your neighborhood. Please rank your style preferences. Please note that ranking your style preferences does not mean you are in favor of streetlights.

V. Pedestrian Issues

As part of all reconstruction projects, staff typically asks if residents see a need to add sidewalks in the neighborhood. Sidewalks are funded through PACS.

Resident Questionnaire Instructions

June 3, 2013

Page 2 of 2

Please note if you know of any pedestrian issues such as a missing segment of sidewalk or an inadequate pedestrian crossing.

VI. Traffic Management

We would like to know if you feel that your roadway has any traffic issues.

VII. Email Updates

One of the primary tools for communicating with you during construction is the City Extra email notification service. The City Extra service is free and allows you to sign up to receive email messages from the City regarding this project.

By signing up for City Extra email notification service, you will receive project updates as they occur. The updates will include information such as when access to your driveway might be limited, when your water may be shut off for water main replacement and when to have your contractor repair your irrigation system if it was damaged during construction.

If you do not have email access, please indicate "no" on the questionnaire and we will mail you updates that are sent out via City Extra.

To receive email updates, sign up online at www.EdinaMN.gov. Enter your email address and a password (new user will need to create a password). Click on **email subscriptions**. Scroll down the page until you see your neighborhood project name (**Morningside B Neighborhood Roadway Reconstruction**). Place a check mark in the box next to it. Click the "update" button at the bottom right hand corner of the webpage.

Need Help?

If you have any questions about how to fill out the questionnaire, please contact Assistant City Engineer Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.



Resident Questionnaire

Morningside B Neighborhood Roadway Reconstruction

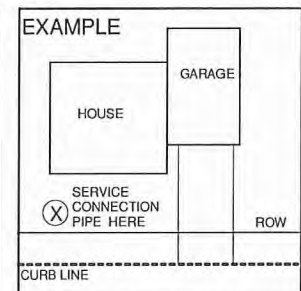
Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

- A. Does your home have a drain tile/footing drain? ☐ Yes ☐ No ☐ Unknown
- B. Does your home have a sump pump? ☐ Yes ☐ No ☐ Unknown
- C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? ☐ Yes ☐ No
- D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? ☐ Yes ☐ No

Please sketch in the space to the right: your house, garage, driveway, sump pump discharge location and approximately where along the right-of-way (ROW) line you would like the service connection pipe located.

YOUR HOUSE



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

III. Private Underground Utilities

- A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
☐ Yes ☐ No
- B. Do you have an underground electric pet containment system in the City's right-of-way?
☐ Yes ☐ No

IV. Residential Streetlights:

A. Do you favor upgrading your streetlights?

☐ Yes

☐ No

B. If the streetlights are upgraded, which style do you prefer? Please rank all the styles from 1 to 5, with 5 being most liked. Please rank even if you answered "No" to IV. A.

Acorn:

Style can be viewed along Concord Ave from Valley View Rd to South View Ln, Edina.



Dislike ☐ ☐ ☐ ☐ ☐ Like
1 2 3 4 5

Coach:

Style can be viewed in the Sunnyslope neighborhood, just north of Edina City Hall, Edina.



Dislike ☐ ☐ ☐ ☐ ☐ Like
1 2 3 4 5

Arlington Lantern:

Style can be viewed in the Country Club neighborhood, just north of W. 50th St along Wooddale Ave, Edina.



Dislike ☐ ☐ ☐ ☐ ☐ Like
1 2 3 4 5

Round Lantern:

Style can be viewed at County Road 101 and W. 78th St North, Maple Grove.



Dislike ☐ ☐ ☐ ☐ ☐ Like
1 2 3 4 5

V. Pedestrian Issues:

A. Do you see a need to add sidewalks in your neighborhood?

☐ Yes

☐ No

B. If yes, where? _____

C. Please describe specific neighborhood pedestrian issues below.

VI. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

☐ Yes

☐ No

B. If yes, what is it and where does it occur?

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

☐ Yes

☐ No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by June 14.**

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Morningside B Neighborhood Roadway Reconstruction Resident Questionnaire Summary as of 8/29/13

Surveys sent: **130**

Surveys returned: **68**

Return rate: **52%**

I. Drainage Service Connection

A. Does your home have a drain tile/footing drain?

Yes: **12** No: **29** Unknown: **25**

B. Does your home have a sump pump?

Yes: **15** No: **46** Unknown: **4**

C. Would you be willing to connect your sump pump to a City drain if provided (at your own cost)?

Yes: **4** No: **36**

D. Would you be willing to connect your roof drains to a City drain if provided (at your own cost)?

Yes: **9** No: **45**

II. Private Underground Utilities

A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)

Yes: **12** No: **55**

B. Do you have an underground electric pet containment system in the City's right-of-way?

Yes: **1** No: **66**

III. Residential Streetlights

A. Do you favor upgrading your streetlights?

Yes: **28** No: **33**

IV. Pedestrian Issues

A. Do you see a need to add sidewalks in your neighborhood?

Yes: **30** No: **36**

V. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

Yes: **35** No: **27**

VI. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

Yes: **48** No: **13**

MORNINGSIDE B NEIGHBORHOOD RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-406

Data Entered By:	
Last Date Data Entered:	August 29, 2013
Due Date:	June 14, 2013
Questionnaires Sent Out:	130
Questionnaires Returned:	68
Percent Returned:	52%

ADDRESS		Returned Survey	Sump Pump Discharge Service Line								Drainage		Private Underground Utilities				Residential Roadway Lighting Option						Pedestrian Issues				Traffic Management			Email Access							
			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles				Sidewalk Need		Construct new sidewalks where?		Specific N'hood Pedestrian Comments		Yes	No	If yes, where?		Yes	No	
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No												
House #	Street Name																																				
3908	42nd St	1			1		1						No real problem but the Weber drainage pond needs to be cleaned out and redug. When the pond was dug the City was to maintain it.		1		1		1		1	4	1	1		1					1		1	Traffic at the school site on 42nd and Grimes gets very congested when the children are dropped off and picked up. Also a lot of truck traffic.		1	
3919	42nd St	1	1			1				1		1	N/A		1		1		1		1	1	5	5	1	Along Weber Park on the Southside.	People walk in the street when there are no sidewalk.		1				Daily traffic to the private school. Mondays are horrible with speeding garbage trucks. Need speed trap on 42nd for the garbage trucks on Monday mornings. Construction trucks rattle the houses. No enough parking for games at Weber park, the streets are jammed.		1		
4005	42nd St	1			1			1		1		1	Occasionally in the spring, water will collect in the southeast corner of our lot. It isn't every year and the water doesn't seem to cause any damage.		1		1		1		2	3	2	4		1					1		1				
4109	42nd St	1		1			1								1		1		1		5	3	2		1							1	Way too much traffic on West 42nd Street! Cement-mixing trucks, sand-loaded trucks, large federal express trucks, long-bed timber carrying trucks lumber and bounce along 42nd St. They come from France ave, turn West onto 42nd St. on there way to Excelsior Blvd. It's a "cut across" for them evidently. Make pot-holes, danger for young school children, and "non-residential" environment.		1		
4000	42nd St	1			1		1			1		1			1		1		1		4	5	3			If installed by my house, I would prefer its on the opposite side of the street (not in my yard).	Sidewalk not consistent; they randomly end one block and start on another block; sometimes they end on one side of the street and start on the opposite side of the street.		1				Speeding traffic cutting thru on 42nd; would like a stop sign at 42nd & Scott Terr.				
3912	42nd St	1			1		1			1		1			1		1		1		5	4	2	1		42nd St, France to Alden	Weber Park activities create parking on both sides of 42nd - only room for one car to pass. Peds make this very dangerous.			1				1			
3915	42nd St	1	1				1					1			1		1		1		3	3	3		1							1				1	
4216	Alden Dr	1		1			1			1		1	We are on a small hill - water at bottom of hill needs to drain - existing storm drain clogs in winter with ice.		1		1				5	2	1	3	1	East side of Alden Dr, and along W 42nd.	We need a sidewalk on west 42nd street. Lots of pedestrian use, no sidewalk.		1				Pot holes and broken road on Morningside Rd. currently slows down traffic - may need traffic calming if road is "fixed"		1		
4245	Alden Dr	1		1			1			1		1	Morningside Road at intersection with Eton Place, Excess Melting snow and rain runoff doesn't drain properly. A long standing problem that the city has tried many times to fix.		1		1		1		4	4	1	4		1				1			On my street and neighboring ones, extra traffic & congestion due to home construction and remodeling.		1		
4249	Alden Dr	1			1		1		1	1	1	1	None that I know of.		1			1		1		4	4	1	4		1				1			Excess speed on Morningside road between France and Grimes ave.		1	
4201	Alden Rd	1		1						1		1	Every time it rains, a puddle in the intersection at 42nd St and Alden Drive, the puddle is about 10 feet northeast of the fire hydrant.		1			1		1		3	5	3	3		1	If the city intends to put a sidewalk on the weber field Blvd. along 42nd street, I request that engineers maintain the integrity of the wind break - trees and shrubs - along the south side of weber field.	Weber Field has become a magnet for pedestrians and motorists who use the park for a variety of scheduled and unscheduled purposes all day - and into the night - all year. Sometimes 42nd st between Alden drive and Scott terrace looks like a pedestrian mall. At the same time there is more reckless driving on 42nd St. I suggest closing 42nd st between Alden drive and Scott terrace to vehicle traffic. By upgrading street lights, I mean turning up the lighting capacity so the intersection as well as the weber field parking lot is illuminated at night. The street lamp on 42nd st between Alden dr and Scott terrace should be brighter at night.		1			The biggest problem is steady, increasing volume of traffic on 42nd st, some traffic comes off excelsior Blvd. to France ave. Some is the result of excessive signage on streets north of 42nd St. Some streets have a stop sign on every block. There are "no turn" signs on France ave north of 42nd St. Many more motorists are choosing 42nd st instead of filtering through streets in st Louis park.			1

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			Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles		Sidewalk Need		Construct new sidewalks where?		Specific N'hood Pedestrian Comments		Yes	No	If yes, where?	Yes	No		
			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes										No	
4248	Alden Rd	1		1			1		1		1			1		1		1						1				1			1				
4234	Alden Dr	1			1	1						I haven't noticed any near us.	1			1		1		2	5	3	4	1		Along 42nd Street - both sides of street would be great.	Sidewalks are nice are we could use some on 42nd street - which is busy. It is very dark on Alden Drive. We need more street lights.					1			
4242	Alden Dr	1		1		1			1		1	No problem.		1		1		1		1	4	5	2		1				1			1			
4235	Alden Dr	1		1		1								1		1		1		1	4	3	4	1		Northeast half of Alden Dr.		1		Parents speed down Alden to 42nd to drop kids off at school - very dangerous. Will need traffic calming and/or policy tickeling at bottom of hill.		1			
4236	Alden Dr	1			1		1			1		Unknown			1		1		1		2	5	4	5	1		Eastside of Alden and 42nd.	Intersection at 42nd and Alden needs better marking so pedestrians, esp. children, can safely walk to Weber Park.	1		See previous answer about Alden and 42nd intersection.		1		
4226	Alden Dr	1			1		1				1			1		1																			
4208	Alden Dr	1	1			1				1		No drainage problems on our property although water pools at our driveway apron where our driveway meets the road. The backyard of 4211 Alden across the street - majorly floods with a lot of rain - like a small lake.			1		1		1	5	3	2	1		42nd St from Alden to France.	No pedestrian issues on our street; would be good to have a sidewalk from Alden east to France on 42nd St.	1		Alden is heavily used from 8:50-9:10 a.m. M-F for delivering kids to Golden Years. Alden, 42nd and Grimes are heavily parked on during Weber field ball game events.			1			
4233	Alden Dr	1	1			1				1		I am unaware of surface water drainage problems in our n'hood.	1			1		1						1						1			1		
4220	Alden Dr	1		1			1					None known.	1			1		1		2	5	4	3		1					1			1		
4227	Alden Dr	1			1		1				1				1		1			1	1	1	5		1				1		Too many cars and especially SUVs around 9 a.m.		1		
4205	Alden Dr	1		1			1				1	None.			1		1		1		5	1	4	1		North edge of 42nd from school to France; could just extend current walk;	Weber Park is heavily used (great!) resulting in cars parked on both ides of 42nd while significant pedestrian & bike use create dangerous conditions.		1				1		
4230	Alden Dr	1			1		1			1				1		1		1		2	4	5		1					1		Speeding down Alden-school lets out on 42nd; parents speed fast to get to their kids regardless of the law.			1	
4207	Alden Dr	1			1		1					None known.		1		1				5	3	1	4		1					1			1		
4231	Alden Dr	1	1				1				1	Home has a 4' overhanging roof on the first floor. We have a place for a sump pump but never needed it. Our back yard is the low spot betw our n'bors. N'bors to the south drains downspout onto our yard.			1		1		1		5	4	4	1	1		Eastside of Alden Dr from 4219 north to 42nd St from France westbound.		1		Traffic speeding down Alden Dr in the morning when parents are dropping off children at Golden Years. Stop Sign on Morningside at Alden would help slow traffic and keep drivers from cutting the corner when making left turn onto Alden.			1	
4204	Alden Dr	1			1		1			1	1	None that we are aware of.			1		1		1		3	2	4	2	1		Along 42nd St-many pedestrians on it; sidewalk would be much safer.	We really need a crosswalk at Alden & 42nd; cars are constantly speeding and running the stop sign at this intersection; many children cross her to go the Weber Park and Golden Years.	1		We have a lot of speeding down Alden-many Golden Years parents who are late to school? Many are on their phones too-very dangerous for small kids. I would like to see this traffic redirected to France Ave. Or, are speed bumps a possibility? Signage?			1	
4202	Alden Dr	1			1		1							1		1		1		5	1	1	1	1		Only if trees are not destroyed.		1		Monday is a freeway for 40 ton garbage trucks. There must be a better way to manage collection without destroying the roadway and passing on the repair costs to the n'bors. Secondly, there is too much scraping and rebuilding going on. This, again, results in increased road repair and resident anger/dissatisfaction at the people/procedures that allow it. Perhaps a fixed fee of \$20K-\$50K per each construction project would make some of these builders/investors/mayors thing again.					
4239	Alden Dr	1			1		1				1			1		1		1		1	5	1	1		1				1		Traffic going fast on M'side Rd does not slow down when turning onto Alden on the way to the school on 42nd.			1	
4240	Alden Dr	1	1			1				1	1	Surface water accumulates in the Southside of our lawn and some run off from n'bors driveway which was put in slightly higher then our lawn on that side. We get water in our basement. Repaired drain tile this spring along that side only because the rest of house supposedly has it but put in wrong.			1		1		1	4	5	3	1		Along 42nd st between France and Quentlin.	Many people walk with children around the n'hood. When walking along 42nd we have to walk in the street and it is very busy.	1		Many cars drive on Alden when going to drop off or pick up at Golden Years. They tend to drive too fast and we have a lot of children on our street.			1			
4224	Alden Dr	1			1		1				1	Unknown			1		1		1		1	1	5	5	1		Where there are none.	Typically ladies dropping off their children at Weber.	1		See previous			1	
4203	Alden Dr	1		1			1			1	1	N/A			1		1		1						1				1		Drivers ignore stop sign at 42nd & Alden.		1		

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		Draintile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in blvd.		Pet containment system		Favors Upgrading Street Lights		Preferred Styles		Sidewalk Need		Construct new sidewalks where?	Specific N'hood Pedestrian Comments	Yes	No	If yes, where?	Yes	No			
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Lantern	Yes								No		
4312	Eton Pl	1		1			1					Corner of Eton Pl & Morningside ponding water	1					1		5	1	1	1		1			1			1		
4301	Eton Pl	1		1			1					Surface water creates a large pool in the road at Eton Pl & Morningside intersection, causes traffic to swerve.		1		1		1		4	1	3	5	1		Along 42nd & along Grimes, north of 42nd.	Dangerous to be a walker along the sections mentioned due to lack of sidewalks.	1		Speed construction vehicles on Morningside; cause large potholes.			
4313	Eton Pl	1					1		1		1	Our lot drains very well, sump pump has never run.		1		1		1	1	1	1	1		1				1		Too many garbage, beer, etc. trucks.		1	
4315	Eton Pl	1			1	1			1		1			1		1		5	1	5	1	1		1	Morningside Dr from Oakdale to Wooddale (very much needed).			1			1		
4128	France	1						1			1	No problem.		1		1		1						1					1				1
4352	France	1		1		1				1	1			1		1		1						1					1		Parking on M'side causes issues trying to get down to France.		1
4200	France	1			1		1		1		1			1		1		3	5	3	1		1							All the trucks from building & teardowns		1	
3911	Morningside Rd	1			1		1				1	NE corner of Morningside & Scott Terr (elem bus stop) ponds water and needs to be corrected.		1		1		1						1	Both sides of 42nd St so we can get to the park and rink with our kids.	Crossing France at 44th is dangerous - no left turns on red would help.	1		Parked cars on Morningside exceed 6hr limit.		1		
3913	Morningside Rd	1		1			1					No surface water drainage problems currently affect this property.		1		1		1	1	1	1	5	1		Along 42nd St on the north side from France to Grimes (connect to the school) and then north on Grimes to Calvin Christian.				Cut thru traffic is okay but drives too fast.		1		
3915	Morningside Rd	1		1			1					There is a large pooling of water at the bottom m of Scott Terrace where it meets Morningside Road.		1		1		1	4	2	2	3	1		42nd Street	42nd. needs sidewalks, especially in the spring/summer with all the traffic at Weber Park.	1		Excessive speed - between Grimes and France ave on Morningside Road.		1		
4101	Morningside Rd	1		1			1				1	Water pools at corner of Eaton and Morningside (NW corner). We'd like more information on drain inspection from house to street. When will drain pipes be checked?		1		1		4	3	5	4		1					1		Need stop sign at Alden and Morningside, Crocker and Morningside, and Lynn and Morningside.		1	
4111	Morningside Rd	1		1			1		1		1	None at the moment. Major landscaping and drainage adjustments included in new construction adjacent to us (4113 & 4115) have not yet been put to the test (for instance a heavy rain).		1		1							1					1				1	
4103	Morningside Rd	1		1			1			1	1	Standing water and rough road, chronically since we moved in, fall of 1993. Even after extensive road & utility work was done in 1978! At Morningside Rd & SW corner of Eaton Pl.		1		1		1	3	5	4	1		42nd St	Some sidewalk sections have been raised by tree roots creating a ped hazard: 4017 & 4001 Morningside; 4213 Scott Terr; 4238 Alden, across street from 4107 Morningside Rd, Grimes east of church - tree root up heave.		1		Stop signs at top of cross trees to Morningside Rd, please. Speed on Morningside Rd; drop off traffic in AM/PM pick up on Morningside Rd between Grimes & Alden is excessive due to traffic to Golden Years preschool. I'm sure residents on Alden have concerns as well since it is a narrow street. Suggest AM drop offs come from France and go west on 42nd.		1		
4105	Morningside Rd	1			1		1		1		1	None I know of.		1		1		1	5	1	2	4	1		42nd St from Grimes to Lynn.			1		Construction parking when big trucks with trailers park on both sides of street right across from each other.		1	
4115	Morningside Rd	1	1			1			1		1					1		1	5	2	2		1					1		There are very fast drivers on M'side Rd. I worry about our kids.		1	
4003	Morningside Rd	1		1			1				1			1		1							1		42nd St	Morningside has gotten quite busy - speeding occurs.		1				1	
13976	Indian Beach Rd	1			1			1		1	1			1		1								1					1				1
4248	Scott Terr	1		1								Morningside Rd - water pools on sidewalks		1		1		1	5					1				1		Morningside Rd - speed traffic		1	
4220	Scott Terr	1		1			1				1	We are on a hillside		1		1		1	1	1	1	1	1		Along baseball field at Weber Park on 42nd St north side			1		The drop off and pickup at Golden Years, 42nd St is too narrow for both side parking.		1	
4222	Scott Terr	1		1			1			1	1	Not aware of any.		1		1		1	1	1	1	1	1		Scott Terr on Westside from 4222 no. to 42nd St; 42nd St from France west to Grimes. 42nd St is potentially difficult for peds)								
4235	Scott Terr	1		1			1			1				1		1								1				1		30 mph too fast children.		1	
4233	Scott Terr	1		1			1			1		Water sits at end of driveway-street side; water ponds at south end of Scott Terr at Morningside.		1		1		1					1		Westside to 42nd Street	Difficult to cross France at Morningside. Difficult to cross France at 44th. Suggest no turn on right from 44th to France; arrow at France to turn east on 44th.		1		Difficult to turn west on Morningside from France; difficult to cross France at 42nd; suggest 4-way stop at 42nd & 36th.		1	
4212	Scott Terr	1			1		1				1	When it rains hard the drain at the SW corner of our driveway backs up and then flows over to our neighbor's yard to the north of us.		1		1		1					1						1				1
4209	Scott Terr	1			1	1				1	1	In front of our house, on the street on/near the curb, there is often standing water, a small puddle about 8-10 ft long, 1-2 ft. wide.		1		1		1	3	5	3	3	1		Adjacent to Weber Park, 42nd St.	Families and kids often walk in the street on 42nd, between France and Quentin. With cars parked, and Golden Years traffic, baseball/sports traffic, it's an accident waiting to happen.		1				1	

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			Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Acorn	Coach	Arlington Lantern	Round Latern	Yes	No									
4243	Scott Terr	1	1				1			1		1	None		1		1		1	2	1	5	3	1		Where there are none. West side of lower part of Scott Terr.		1		1				
4221	Scott Terr	1			1		1				1				1		1		1	5	4	3	2	1		Along 42nd St from Alden to France.	There is no sidewalk from Alden to France which causes kids an adults to walk in the road. Especially dangerous for young students at Alden & France.		1		1			
4242	Scott Terr	1	1			1			1		1		Between houses and end of street (cross section 44th and Scott ter.) and SW corner of Eton and 44th.	1			1	1		4	4	2	2		1				1		1			
4229	Scott Terr	1	1			1				1		1	Water pools during rain and snow melt at the intersection of Morningside and Scott Terrace. There are many places within the proposed road reconstruction that poll and collect water. Please replace them all!!!	1			1	1		1	3	3	5		1	1) sidewalks need to be replaced. Can they be widened? They are very narrow!! 2) More lighting		1		1				
4213	Scott Terr	1		1			1						In past - Drainage issues from St, that drained into 4208 yard - new curb was put in.		1		1		1					1	Not on Scott Terrace. One side is enough. In front of Weber park to Montessori school, needs to be one sided parking. During June-on, Dangerous, narrow - 42nd St. Always worried about young children coming out of park. Need sidewalk on park side plus parking on one side only.		1			1				
4208	Scott Terr	1			1	1				1		1	In heavy rain, water runs down the street (going north) end flows up my driveway apron and into my yard (and n'bers yards). Serious drainage problems in backyard.		1		1		1					1	No on my street but I think a sidewalk is needed on 42nd St.	42nd St has a fair amount of car traffic and with cars going in both directions when cars are parking on both sides there is no where safe to walk (e.g. by Weber Park).		1		1				
4218	Scott Terr	1		1			1			1		1			1		1		4	5	1	1		1					1			1		
4227	Scott Terr	1		1			1							1			1		1	4	3	5		1					1			1		
4226	Scott Terr	1	1				1				1	1	At the base of hill where Scott Terr intersects with 42nd water accumulates when it rains only really heavy rains.		1		1	1		1	4	3	4	1		There is a large hill on Scott Terr which creates a blind spot for cars traveling north on Scott. There is no sidewalk on Westside from 4226 to 42nd. Little kids have to ride bikes on street approaching blind spot created by hill.		1			1			
4244	Scott Terr	1	1			1				1		1	Only issue exist in between 4244 & 4242 as we cannot currently install drain tile into sewer system.	1			1	1		1	5	2	3		1	Already exist			1		1			
4230	Scott Terr	1		1			1			1		1			1		1	1		3	4	1	5		1				1		1			
4237	Scott Terr	1		1			1			1		1			1		1	1		3	1	5	4	1		On both sides of street.			1					
4232	Scott Terr	1			1						1				1		1	1		1	5	3	4	1		Scott Terr, W. 42nd St	Not safe to walk (or use a stroller) along 42nd St.							
		68	12	29	25	15	46	4	4	36	9	45		12	55	1	66	28	33	124	174	145	154	30	36			35	27		48	13		
Surveys Sent		130	52%	9%	22%	19%	12%	35%	3%	3%	28%	7%	35%		9%	42%	1%	51%	22%	25%				23%	28%			27%	21%		37%	10%		
Surveys Returned		68	100%	18%	43%	37%	22%	68%	6%	6%	53%	13%	66%		18%	81%	1%	97%	41%	49%				44%	53%			51%	40%		71%	19%		

APPENDIX C

2014 Neighborhood Roadway Reconstruction Informational Meeting



City of Edina
Engineering Department
7450 Metro Blvd
Edina, MN 55439

Resident Address Label

2014 Neighborhood Roadway Reconstruction *Morningside B Neighborhood*

What: Roadway Reconstruction Informational Meeting

When: July 29, 6:00 p.m.

Where: Public Works and Park Maintenance
7450 Metro Blvd, Edina

Please attend to learn how the project will be funded, typical construction timeline, how you will be impacted, how you can prepare, etc.



2014 Neighborhood Roadway Reconstruction Informational Meeting

July 29, 2013

www.EdinaMN.gov



2014 Projects

Morningside B – 133 Properties
Countryside F – 32 Properties
Bredesen Park D – 77 Properties
Birchcrest B – 135 Properties
Strachauer Park B – 91 Properties

Note: Neighborhood Names

www.EdinaMN.gov



Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A

www.EdinaMN.gov



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Eng. Coordinator
Sharon Allison



Environmental
Engineer
Ross Bintner

Transportation
Planner
Mark Nolan

Assistant City
Engineer
Chad Millner

Director of
Engineering
Wayne Houle



www.EdinaMN.gov



Process



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Typical Timeline

July - September

Feasibility report and estimates provided

December/January

Public hearing

January-March

Plan preparation and bidding

April/May

Construction begins

October/November

Construction concludes

Spring

Warranty work

Fall 2015

Final assessment hearing

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CITY OF EDINA

Project Details – Morningside B Neighborhood

- 133 Properties
- 1.1 miles of roads
- 15,100 square yards of street pavement
- 10 fire hydrants
- 17 sanitary manholes



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CITY OF EDINA

Project Details – Countryside F Neighborhood

- 32 Properties
- 0.3 mile of roads
- 5,600 square yards of street pavement
- 2 fire hydrants
- 9 sanitary manholes



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CITY OF EDINA

Project Details – Bredesen Park D Neighborhood

- 77 Properties
- 0.8 mile of roads
- 12,900 square yards of street pavement
- 9 fire hydrants
- 16 sanitary manholes



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CITY OF EDINA

Project Details – Birchcrest B Neighborhood

- 135 Properties
- 2.0 mile of roads
- 32,100 square yards of street pavement
- 13 fire hydrants
- 50 sanitary manholes



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Project Details – Strachauer Park B Neighborhood

- 91 Properties
- 0.9 mile of roads
- 13,500 square yards of street pavement
- 6 fire hydrants
- 13 sanitary manholes



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Existing Roadway Details

- Majority of streets have curb and gutter



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Existing Roadway Details

- Storm water drainage issues
- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way



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Existing Roadway Details

- Varied driveway materials.



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Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.

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What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter – all or pieces
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

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Questionnaire Results

Neighborhood	% of Questionnaires Returned
Morningside B	52% (68/130)
Countryside F	61% (19/31)
Bredesen Park D	60% (46/77)
Birchcrest B	61% (84/138)
Strachauer Park B	51% (46/91)

Questionnaire results are available.

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Proposed Utility Improvements

- New fire hydrants and gate valves
 - Morningside – watermain lining
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe in various locations

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Proposed Roadway Improvements

- Spot replacement of curb and gutter
 - Bredezen Park D – new curb & gutter
- New roadbed and pavement surface
 - Birchcrest B – remove concrete streets



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Proposed Roadway Improvements

- Spot driveway end replacement



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Proposed Roadway Improvements

- Sidewalks
 - Morningside
 - Scott Ter & Alden Dr – complete existing
 - 42nd from France to City of St. Louis Park
 - Grimes – from 42nd to Inglewood
 - Birchcrest B
 - Normandale Rd & Valley View Rd
 - Schachauer Park B
 - 62nd Street along the park.



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Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

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Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks are not included in special assessments.

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Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

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Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.

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Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.

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CITY OF EDINA



Preliminary Assessments

Neighborhood	Estimated Assessment Range per REU	# of REU's	SQ Yards of Paving	SQ Yards Paving per REU
Morningside B	\$6,000 - \$9,000	138.15	15,100	109
Countryside F - Hawkes	\$10,000 - \$13,000	22.00	4,100	186
Countryside F - Warden	\$9,000 - \$12,000	8.20	1,500	183
Bredesen Park D	\$10,500 - \$13,500	77.10	12,900	167
Birchcrest B	\$11,000 - \$14,000	139.00	32,100	231
Strachauer Park B	\$7,500 - \$10,500	90.00	13,500	150

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Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older

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What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.

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What You Can Expect

- Dust, noise, vibrations, and mud
- Localized flooding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.



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What You Can Expect

- Your driveway may be inaccessible for 3-5 days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems mostly likely will be damaged.



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Property Impacts

- Items located within the City's right-of-way may be damaged
 - Irrigation and pet containment systems will be repaired.
 - You can remove plantings and other landscape features before the project.
 - The City will seed in the right-of-way after the project is complete.

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Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Are there traffic or drainage issues in your neighborhood?

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Communication Tools

- Become a neighborhood captain to help facilitate project communication.
 - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there time-sensitive information.
- Final assessment notices are mailed one year after construction.

www.EdinaMN.gov

CITY OF EDINA



City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It's the best way to stay informed.

www.EdinaMN.gov

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How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

www.EdinaMN.gov

CITY OF EDINA



Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.

www.EdinaMN.gov

CITY OF EDINA



Thanks for your time!

Questions?

www.EdinaMN.gov

MORNINGSIDE B

2014 Neighborhood Roadway Reconstruction Informational Meeting July 29, 2013 6-8pm

	NAME	ADDRESS
1	Joe Davis	6008 Walnut St. 3d.
2	Don Johnson	5119 Valley View Rd.
3	KAREN Johnson	"
4	Robert Schoenbeck	4212 Scott Terrace
5	Steve & Claudia Bries	6100 Abbott
6	Chris Lee	6101 Code Ave
7	Judd Rotkerk	6109 Tingle
8	Elaine Hanson	6108 Zenith Dr S.
9	Jessie Noddy	5123 Valley View Rd
10	John A. Palmer	5101 62nd St W
11	DAN RIVKIN	4231 ALDEN DR
12	JOHN MURPHY	4202 ALDEN DRIVE
13	Roy Bures	5708 WARDEN AV.
14	ELZANTER IRENE WHELAN	5916 TAMARAC AVE
15	LAURA ANDERSON	6004 ABBOTT AVE
16	Pzt Faulkner	4208 Scott Terrace
17	Kim Wand	6116 BIRCHCREST DR.
18	Allison Puchateau	6009 Tingle Ave.
19	John Hamilton	6125 Board Ave S -
20	Rick Courtney	4313 Eton Plac.
21	Rich Treese/Douglas Cum	6425 Aspen Rd. 3
22	Laurie Chapman	6420 Aspen Rd
23	Peter & Cindy Hill	5200 Valley View Rd
24	Bruce Kirkling	4212 Scott Terrace
25	Bob Seash	5034 CLOVER Ridge

2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	James Holland	5601 Hawkes Drive
2	Constance Holland	5601 Hawkes Drive
3	STEVEN KANEMO	6008 WALNUT DRIVE
4	Don Wray	4211 ALDEN DRIVE
5	Sam (Richter) Judd	6109 TINGDALE AV.
6	SUSAN SMITH	6116 TINGDALE AVE
7	Bob & Lois Riep	6009 Birchcrest Dr.
8	Wayne & Sue Bach	5909 TAMARAC LN
9	Gerry & Mike Spblorn	5016 VV Rd
10	Greg Goodlund	6121 - Birchcrest Dr.
11	Al & Mary Kilian	5112 Roberts Pl.
12	Betsy Wray	4243 Scotten.
13	NORM KNUDSEN	3907 MORNINGSIDE RD
14	MARY M ZEY ZINN	6112 ANNE HILL RD
15	Bob Elmore	6001 BIRCHCREST
16	Kerry Rockford	5604 Hawkes Drive
17	Sunday Lee	5108 Roberts Pl.
18	Kenneth Lee	" " "
19	Marilynn Barth	6125 CODE AVE.
20	Chuck & Cookie Libarison	6005 TINGDALE AVE.
21	Janet & Maureen George Nofke	6000 ABBOTT AVE. S.
22	Brian & Jill Deitering	5719 Hawkes Dr.
23	Carol Lundquist	6025 ABBOTT AVE - So.
24	Roger Carpenter	6105 TINGDALE AV
25	Bruce & Ann Branson	6000 TAMARAC AV

2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	Ed Barnett	5729 Valley View
2	Greg Pruyn	5038 Valley View
3	Shirley Kamberg	6109 Lakeside
4	Heidi Richter	5020 Clover Ridge
5	Beth McTigue	6417 Aspen Rd.
6	Robert & Laura Soderby	5724 Valley View Rd.
7	Gary & Jeannette Dwyne	5984 Walnut Dr.
8	Kirsten & Ross Baker	5704 Hawks Dr
9	J. Freese c/o D. Freese	6012 Tamarac Ave.
10	Crystal Sorensen	6116 Abbott Ave. S.
11	MAX KRAUSE	6121 12th Ave S
12	Paul Drieser	5144 Valley View Road
13	Lyle Anderson	6109 Wilryan
14	Ronnie Stone	5721 Hawks Dr
15	Geri Schwind	6001 Code Ave.
16	Dan Sjoberg	5016 Valley View Rd
17	Michael Kummert	5717 Hawks Dr
18	Bonnie LeRoy	6100 Tindale
19	Bob Miller	6117 Zenith Ave S
20	MICHAEL TULLY MULLOCH	4502 Eton Place 55424
21	Deb Lardy	6012 Zenith S.
22	John LeRoy	6100 Tindale Ave
23	Tom Lavelle	6137 Birchcrest
24	Grouse Proulx	6020 Abbott Ave So
25		

2014 Neighborhood Roadway Reconstruction
Informational Meeting
July 29, 2013 6-8pm

	NAME	ADDRESS
1	Helen Burke	4246 Grimes Ave So.
2	DICK BIECKE	6201 WICKMAN AVE
3	Howard Hob	5115 Valley View Rd
4	Fred FRISWOLD	5925 TAMARAC AVE
5	Kathy Woodley	6117 Abbott Ave S
6	Wm Westendahl	5912 Walnut Dr
7	Eddy & Karen Christensen	4208 Alden Drive
8	Peter Lefebvre	6412 Aspen Rd
9	Dwight Johnson	4103 Morningside Rd
10	Margaret Metzdrft	5116 W. 60th St.
11	Alisan & Ben Pence	5904 Tamarac Ln
12	Rosalie Goldberg	6104 Tingle Ave
13	Joe Kaszmann	5112 Valley View Rd
14	Brummer	4201 Alden
15	Paula Roth	6025 Zenith Ave S
16	James Hill	" " "
17	Sharon & Jack Cracraft	4227 Alden Drive
18	Frank & Lois Casarelle	6125 Wilson Ave
19	JEFF & AMY SPROUT	6108 York Ave.
20		
21		
22		
23		
24		
25		

QUESTION / COMMENT CARD When putting in new
sidewalks, it only takes the slightest
incline to have water drain off. Some
sidewalks have enough incline to make
walking uncomfortable. I would like you
to avoid this.

Name Marian Conrath Address 4227 Alden Drive
PLEASE PRINT PLEASE PRINT

952-922-6623



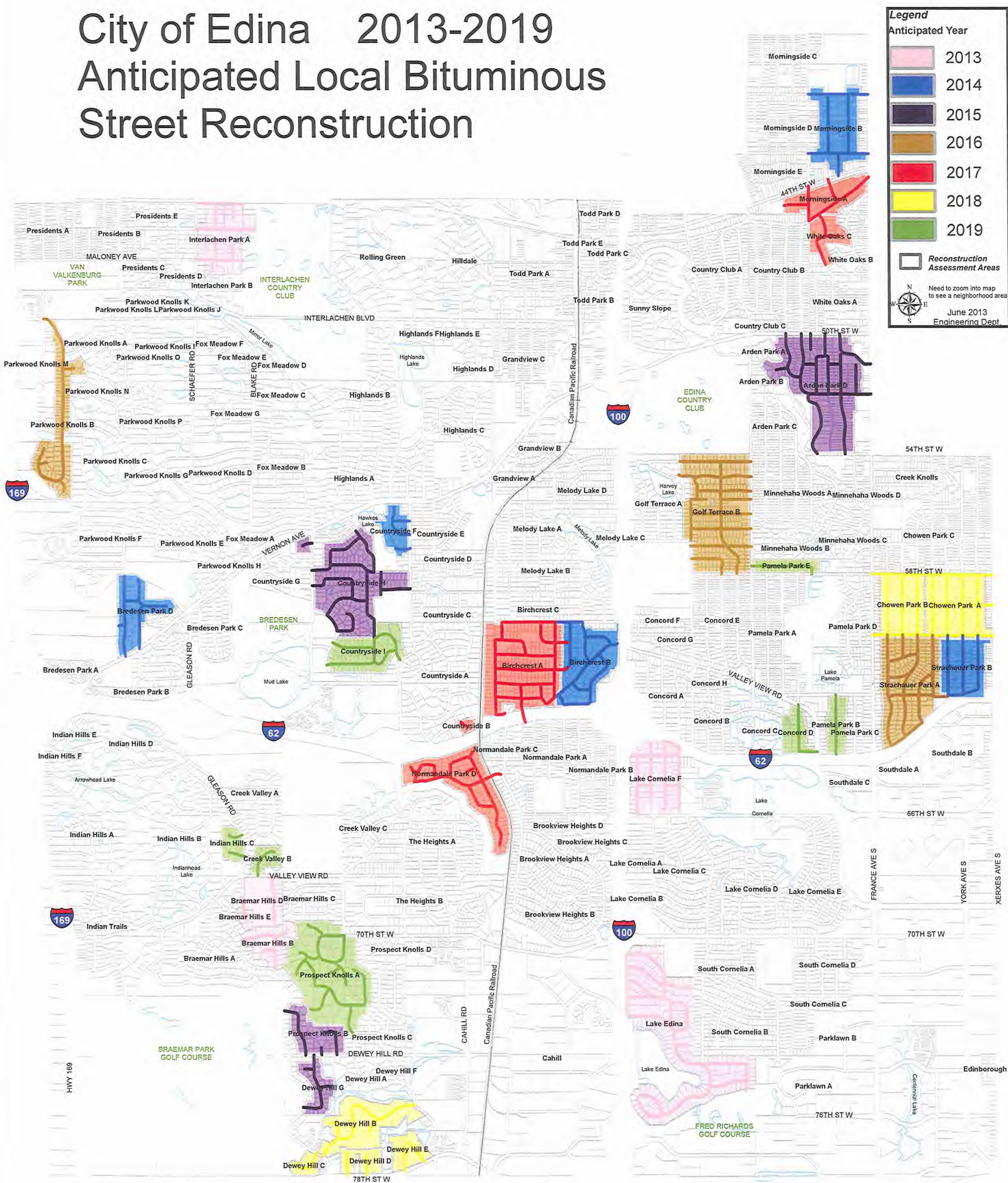
2014 Neighborhood Roadway Improvement Projects
Question and Answer Session from the July 29, 2013 Informational Meeting
Held at Public Works and Parks Maintenance Facility from 6 to 8 pm

Number	Question	Answer
1	If someone lives in a cul-de-sac and has handicap issues, how will they get access to their house during construction?	During construction the contractor will make accommodations for all special needs and disabilities.
2	Have you experienced any issues with mail delivery?	In the past, mail delivery hasn't been a big problem. Typically the mail boxes can stay in place during construction if temporary mail boxes are needed we would coordinate with the postal service.
3	Has the city considered putting in locking mail boxes for the temporary mail boxes?	We typically coordinate with the postal service for location and types of temporary mailboxes. In the future we can take that into consideration.
4	What is the estimated interest rate used as a finance charge for the assessments?	Residents are now charged 1% over the interest rate the City can borrow money at. It is normally between 3% and 5%.
5	Do you move fire hydrants?	If there has been an ongoing issue with a fire hydrant, such as cars hitting them, we would consider relocating and typically we would relocate to a common property line.
6	Is it true that some streets will be narrowed such as valley view by Normandale church in order to put in a sidewalk? People park by Normandale Church, narrowing the street would be bad.	If we would narrow a roadway we typically would be 28-ft back of curb to back of curb.
7	How far into the property will construction go?	Most construction will stay within the city right-of-way. The City right-of-way is typically about 10-15-ft behind the edge of roadway or back of curb. Although the exact distance depends on the curb replacement, utility repairs such as fire hydrants, and other factors, construction is normally go 5 to 10 feet into your yard.
8	Does the assessment get assigned to the property or the property owner?	The assessment gets assigned to the property or the PID number.
9	What happens to the assessment if I plan to sell my house?	Following the public improvement hearing tentatively scheduled for December, if the council awards the project, each property would have a pending assessment. If you choose to sell your home, as part of the negotiation process the buyer and seller would determine who is responsible for the pending assessment.
10	I was looking at past projects and I noticed that on some driveways, only half the apron was replaced. I think it looks tacky. Would you consider replacing the whole apron?	Typically when we remove and replace aprons we replace the entire apron. In your situation it sounds like the work was done by a private utility company like Centerpoint or Comcast.
11	I have noticed that not every house on past projects got new aprons? How do you decide which aprons get replaced?	We look for cracks, settlement and any bird baths in the apron. If the apron is in good shape and structurally sound we wouldn't replace the apron. We try to stay consistent between our projects when replacing aprons. There are other situations where a utility needs to get upgraded a driveway then might get impacted.
12	On part of Birchcrest Drive, there is no curb, will you be putting in new curb and new concrete aprons on every driveway?	Yes, we will be putting in all new concrete curb and gutter with all new aprons.
13	Do you pave all the streets at once or do you break it up?	Depending on the size of the neighborhood. If it's a fairly good size neighborhood we would stage the project.
14	During construction where does all the equipment go? I have noticed on current projects they will put it in public property like a park, but what if a neighborhood doesn't have a park?	The contractor is responsible for storing their equipment in and at a safe place within the construction project. Sometimes if we have space we designate a bone yard for the materials and equipment.
15	Has there been any thought on having the above ground utilities moved to below grade?	That is up to the utility companies but we will consider that.
16	On Valley View Road there is a speed problem. With the new pavement I think that will encourage people to drive faster? Do you have any plans on controlling speeds on Valley View Road after construction.	Based on questionnaires and feedback staff has looked at a couple of options and at this time were looking at constructing bump outs at certain intersections.
17	How does assessment work if I have no one living across from me, such as a park? How does the assessment affect a city property?	We look at the layout of the park property and see how many similar size buildable lots in the neighborhood could fit along the road. The city parks are then assessed for that number of lots, the same as all other properties.
18	You said that 5 to 10 feet of the property is affected by construction. If a sidewalk is installed how much of the property will be affected by construction?	When we construct a sidewalk we typically like to construct a boulevard style sidewalk which would be a 5-ft boulevard with a 5-ft sidewalk. For sidewalk construction we would typically disturb an additional 6-ft behind the proposed sidewalk.
19	Are assessments based off of how much of your property is on the street?	No, assessments are based off of REU's Residential Equivalent Units. One single family home is 1 REU. All single family homes are assessed the same amount because they will receive the same amount of benefit. If lots are larger in one neighborhood than another, then the assessment will normally be larger in that neighborhood.
20	If the sidewalk is put in my property will I be assessed more or will everyone be assessed for the sidewalk?	Sidewalks are not assessed, they would be funded through the Pedestrian and Cyclist Safety (PACS).
21	How is the city handling lighting improvements?	Typically for lighting improvements we have used the questionnaire and the frequency of maintenance of the system.
22	I live on Birchcrest and only one side of my house is on a street being reconstructed. I am only being assessed for part of the project now. Do you know how much my assessment will be when the other side of my house will be reconstructed.	We currently don't have a cost for that project but in the table that we provided you can use that as a rough number.
23	On parts of the Birchcrest neighborhood there are concrete streets. If we want to keep the concrete streets and there is less wear on concrete streets than bituminous streets why would we replace them if they would last longer?	Typically concrete streets are more costly to construct and maintain. Existing concrete streets are wider and this gives us an opportunity to narrow the roadway which will help traffic speeds and less cost.
24	What is your stance with all the garbage trucks driving on the roads.	The roads are designed to withstand the weight of the trucks.
25	Is there no finance charge if you defer the assessment onto your property taxes?	No, the only way to avoid finance charges is if you pay it all at once. By putting the assessment onto your property taxes you are not making it part of your taxes, it will just show up on your tax statement. When deferring an assessment, if eligible based on age and income, the assessment goes on your property tax statement with interest charges until the property is sold. At that time the buyer and seller will negotiate an agreement for the assessment amount associated with that property.



City of Edina 2013-2019

Anticipated Local Bituminous Street Reconstruction



Note/Disclaimer

The dates shown on the map represent the anticipated years of construction and are subject to change based on budgetary issues, adjacent projects, resident input and other factors. Not all bituminous roadways within the City are shown. If a road is not highlighted then the potential reconstruction date is beyond the City's long term planning process.

The City of Edina's street improvement policy is to assess residents for a portion of the roadway reconstruction costs. Public utility improvements are paid for from the City's utility fund. Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



City of Edina

Neighborhood Roadway Reconstruction

Pavement Condition Index and

Watermain Break History

Legend

Anticipated Year

2014

Example

Neighborhood Name

PCI = 0 - 100

WM = Breaks per 500 ft.

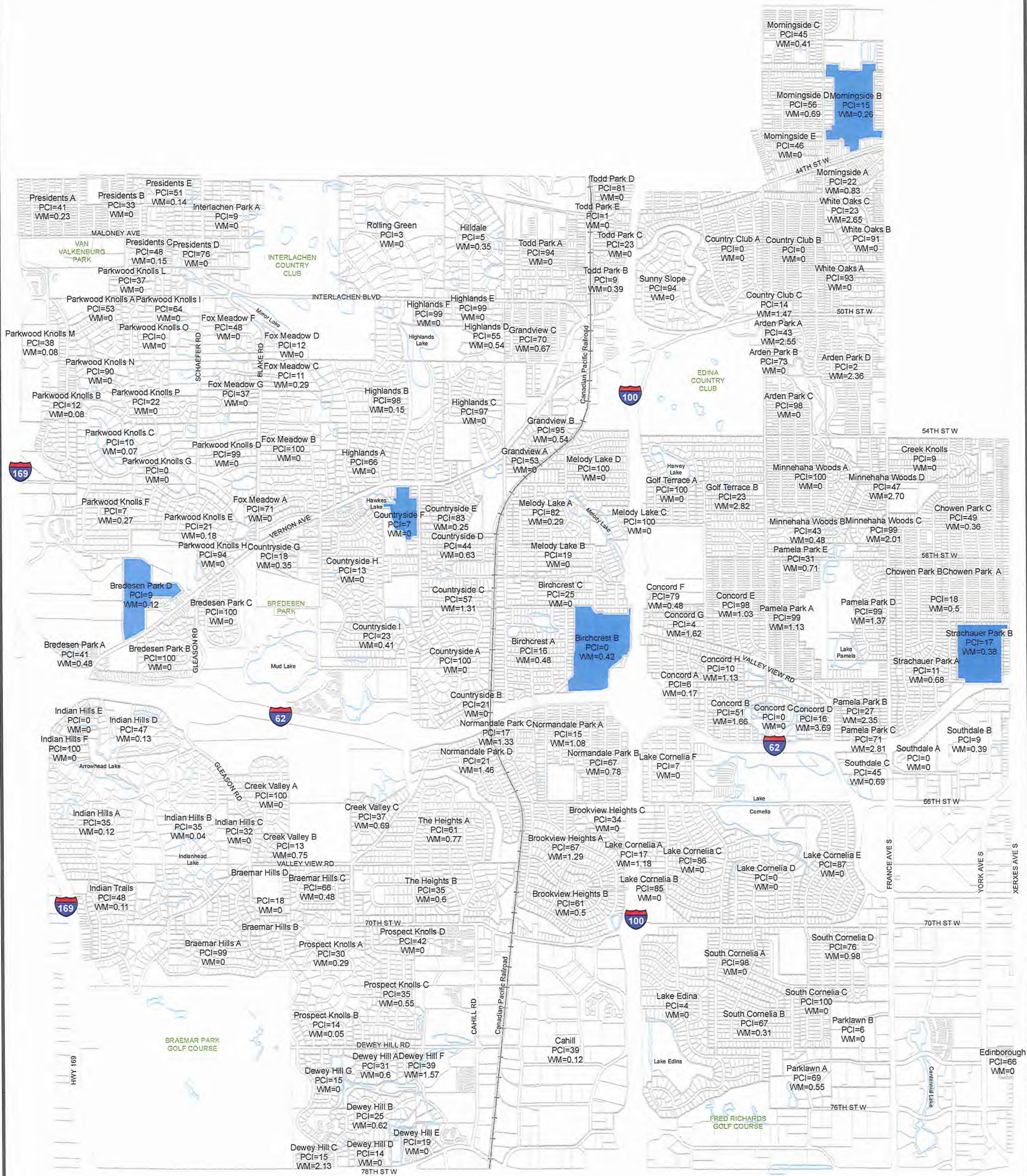
Notes

Thin Overlay (PCI= 45 - 65)

Seal Coat (PCI= 66 - 85)

WM Replacement (WM > 1)

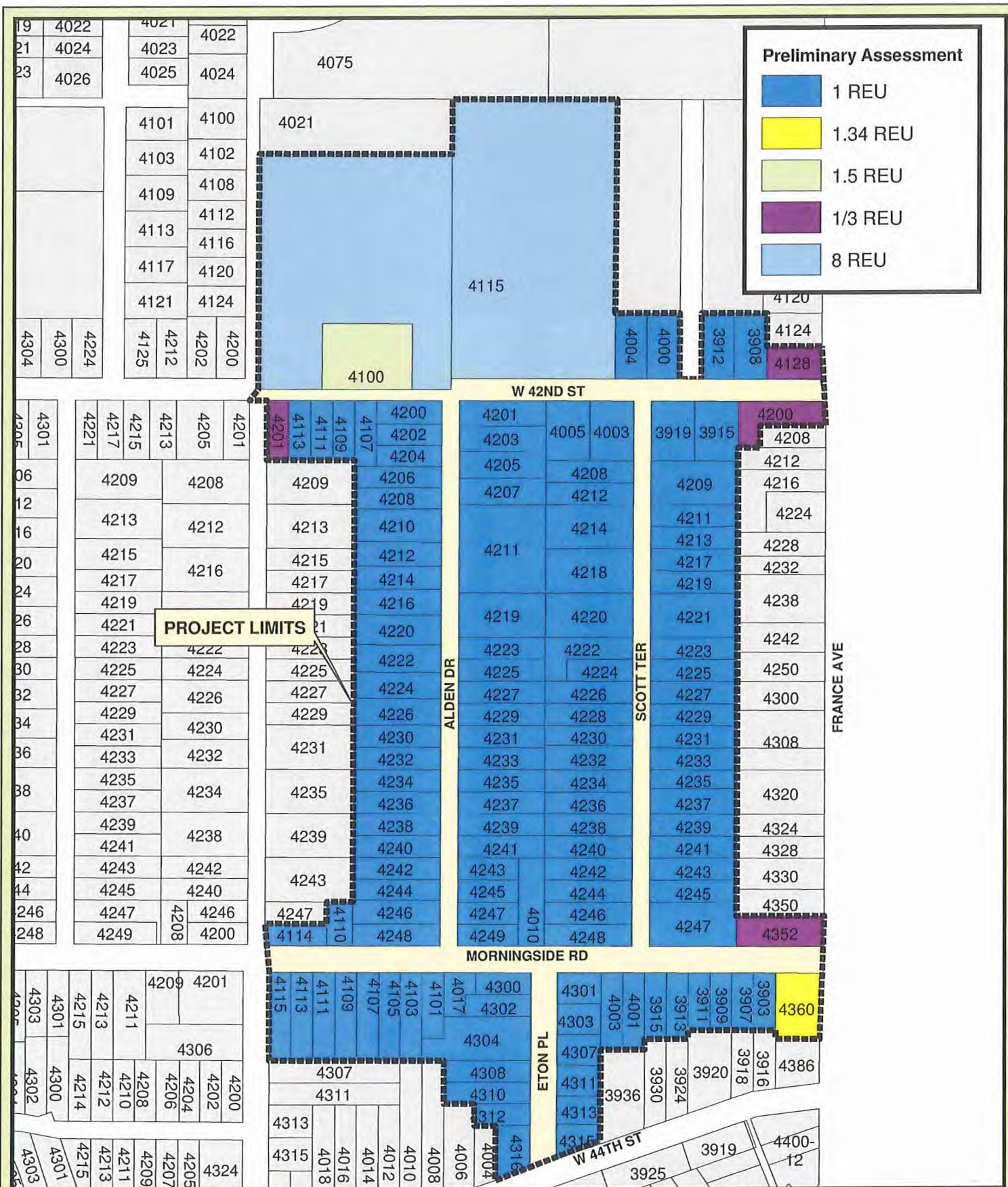
Engineering Dept.
July, 2013



Notes

Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.

This map only addresses local bituminous streets and does not address State-Aid routes or concrete streets within the City.



Preliminary Assessments **Morningside B Neighborhood Roadway Reconstruction** **Improvement No: BA-406**



Engineering Dept
June, 2013

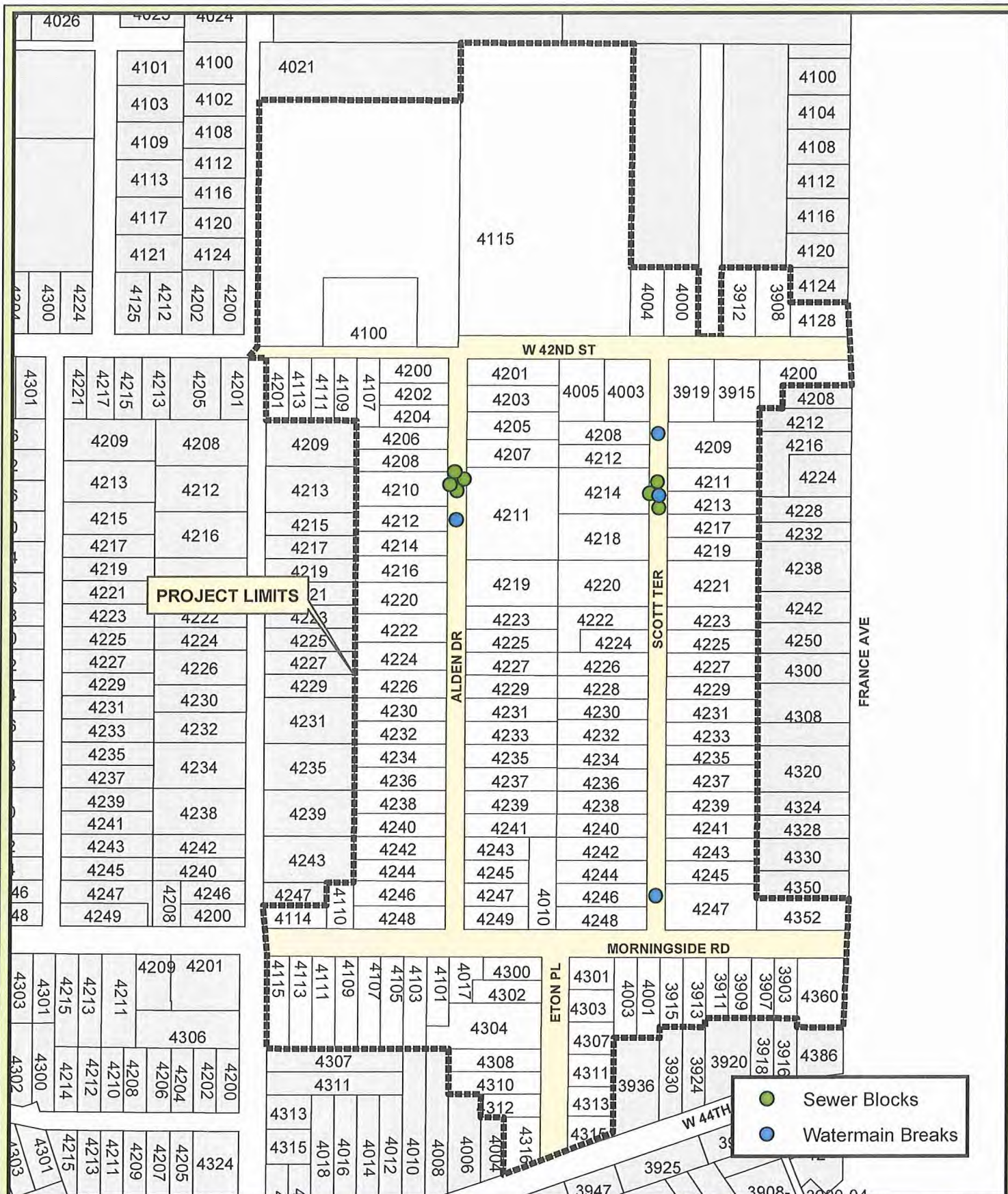


Proposed Sidewalk
Morningside B
Improvement No: BA 406

- Existing Concrete Sidewalk
- Proposed Concrete Sidewalk



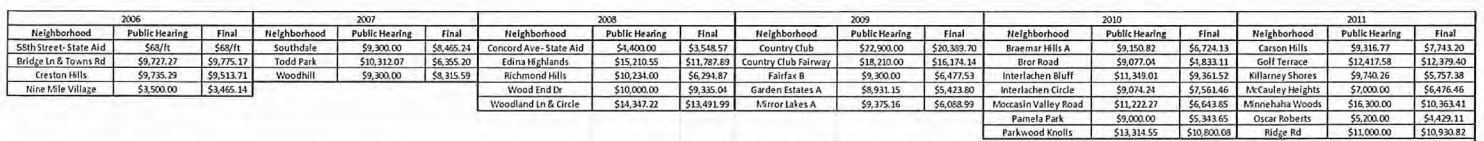
Engineering Dept
July, 2013



Sewer Blocks and Watermain Breaks **Morningside B Neighborhood Roadway Reconstruction** **Improvement No: BA-406**



Engineering Dept
April 2013



**City of Edina Street
Reconstruction Assessment History**

2006	Neighborhood	Public Hearing Assessment	Final Assessment
	Bridge Ln & Townes Rd	\$9,727.27	\$9,775.17
	Creston Hills	\$9,735.29	\$9,513.71
	Nine Mile Village	\$3,500.00	\$3,465.14

2007	Neighborhood	Public Hearing Assessment	Final Assessment
	Southdale	\$9,300.00	\$8,465.24
	Todd Park	\$10,312.07	\$6,355.20
	Woodhill	\$9,300.00	\$8,315.59

2008	Neighborhood	Public Hearing Assessment	Final Assessment
	Concord Ave- State Aid	\$4,400.00	\$3,548.57
	Edina Highlands	\$15,210.55	\$11,787.89
	Richmond Hills	\$10,234.00	\$6,294.87
	Wood End Dr	\$10,000.00	\$9,335.04
	Woodland Ln & Circle	\$14,347.22	\$13,491.99

2009	Neighborhood	Public Hearing Assessment	Final Assessment
	Country Club	\$22,900.00	\$20,389.70
	Country Club Fairway	\$18,210.00	\$16,174.14
	St Johns Park	\$9,300.00	\$6,477.53
	South Garden Estates	\$8,931.15	\$5,423.80
	Mirror Lakes	\$9,375.16	\$6,088.99

2010	Neighborhood	Public Hearing Assessment	Final Assessment
	Braemar Hills	\$9,150.82	\$6,724.13
	Bror Road	\$9,077.04	\$4,833.11
	Interlachen Bluff	\$11,349.01	\$9,361.52
	Interlachen Circle	\$9,074.24	\$7,561.46
	Moccasin Valley Road	\$11,222.27	\$6,643.85
	Pamela Park	\$9,000.00	\$5,343.65
	Parkwood Knolls	\$13,314.55	\$10,800.08

2011	Neighborhood	Public Hearing Assessment	Final Assessment
	Minnehaha Woods	\$11,800.00	\$10,363.41
	Golf Terrace	\$12,417.58	\$12,379.40
	W 70th St	\$3,795.70	\$3,706.54
	Carson's Hills	\$9,316.77	\$7,743.20
	Killarney Shores	\$9,740.26	\$5,757.38
	McCauley Heights	\$7,000.00	\$6,476.46
	Oscar Roberts	\$5,200.00	\$4,429.11
	W 44th St	\$2,138.24	\$2,031.94
	Ridge Road	\$11,000.00	\$10,930.82

NOTE: COST ARE PER RESIDENTIAL EQUIVALENT UNIT (REU). PLEASE REFER TO THE SPECIAL ASSESSMENT POLICY
<http://edinamn.gov/index.php?section=special-assessments-policy>

APPENDIX D

42nd Street sidewalk Informational Meeting #1

Morningside B Neighborhood Roadway Reconstruction

August 7, 2013

Dear Resident:

Please plan to attend an informal meeting to discuss sidewalks, parking and traffic between 7:00 and 9:00 a.m. Wednesday, August 21, at the Weber Park warming house located at 4115 Grimes Avenue South.

As we discussed at our 2014 Neighborhood Roadway Reconstruction Informational Meeting on July 29, we are considering the installation of a sidewalk along the north side of West 42nd Street from Oakdale Avenue to Grimes Avenue and Alden Trail to France Avenue. At that meeting we heard concerns from residents regarding the sidewalk, parking and traffic along this stretch of W. 42nd Street, and are inviting you to share these and other related concerns with us.

Please recall that sidewalks are no longer special assessed and is now funded by the Pedestrian Cyclist and Safety (PACS) Fund.

If you have any questions, please contact me at 952-826-0322 or mnolan@EdinaMN.gov.

Sincerely,

Mark Nolan, AICP
Transportation Planner

**42ND STREET SIDEWALK
INFORMATIONAL MEETING
WEDNESDAY, AUGUST 21, 2013, 7AM-9AM**

	NAME	ADDRESS
1	Julia Roosters	4304 W 42nd St
2	Bert Boonstra	4308 W 42nd St
3	Jeff Steele	4404 W 42nd St
4	Kinda Berberoglu	4330 W 42nd St
5	Phyllis Campbell	4324 W 42nd St
6	Joe McAuliff	4224 W 42nd St
7	Bob Cassack	3912 W 42nd St
8	Jen Cassack	3912 W 42nd St
9	Julie Steele	4404 W 42nd St
10	Allison Nielsen	4408 W 42 St
11	PAUL EDIN	42nd PARKWAY
12		
13		
14		
15		
16		
17		
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Engineering2 12



- (P) PEDESTRIAN CURB RAMP
(T) TREE TRIMMING

- RIGHT OF WAY
..... CONSTRUCTION LIMITS
--- SILT FENCE
□ INLET PROTECTION
X CLEAR & GRUB TREE

- PROPOSED BIT DRIVE
PROPOSED BIT PVMT
INSTALL BRICK\STONE PAVERS

- PROPOSED CONC WALK
PROPOSED 6" CONC
PROPOSED CONC DRIVE

GENERAL NOTES:

LIMITS OF CONSTRUCTION SHALL BE AS DETERMINED AND MARKED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATION OF THE UNDERGROUND UTILITIES ARE UNKNOWN. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY BEFORE COMMENCING UNDERGROUND EXCAVATION AND VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.

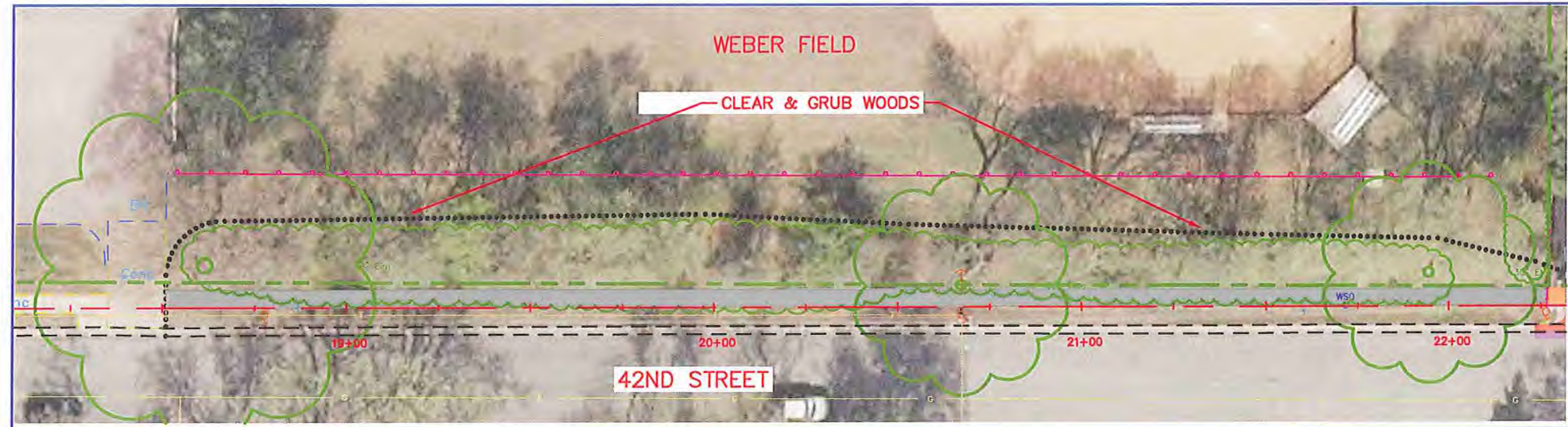
REMOVE/RECONSTRUCT DRIVEWAYS, WALKS & STEPS NECESSARY TO MATCH PROPOSED CONSTRUCTION.(EXCEPT WHERE DIRECTED BY ENGINEER)

EROSION CONTROL NOTES:

INLET PROTECTION SHALL BE USED ON ALL CB'S, MH'S AND DI'S FOR THE DURATION OF THE PROJECT BEFORE EXCAVATION IN ACCORDANCE WITH MnDOT SPEC. 2573.

ALL SILT FENCE SHALL BE INSTALLED ACCORDING TO ENGINEER IN THE FIELD.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE 6" OF TOPSOIL AND BE SODDED WITHIN 14 DAYS OF COMPLETING THE WORK NECESSARY TO PROCEED WITH FINISH GRADING.



PLAN
WEBER FIELD -
FRANCE AVE

CITY OF EDINA
7450 METRO BOULEVARD
EDINA, MN 55439-3037
Ph: 952-826-0371
Fax: 952-826-0392

42nd STREET
SIDEWALK
IMPROVEMENT

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DRAWN: JCB
CHECKED: CAM
APPROVED: WDH
DATE: 3/7/2012
IMP.# S-47
CONTR.# ENG 12-X
SHEET X OF XX

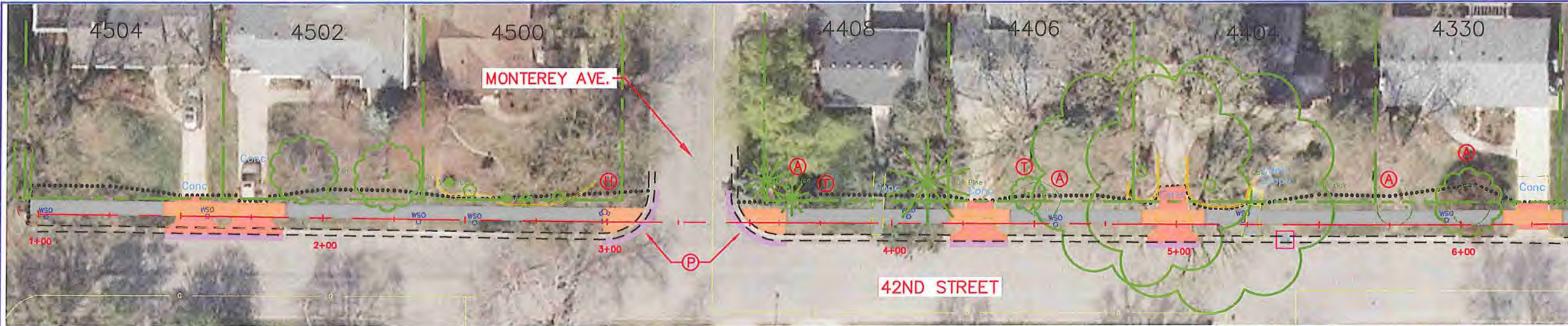
DATE: 3/7/2012
LIC. NO. 43970

REMARKS
REVISIONS

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- | | | | |
|----------------------------------|-----------------------------|--------------------------------|------------------------------------|
| (A) LANDSCAPE MATERIAL (SPECIAL) | --- RIGHT OF WAY | [Blue Box] PROPOSED BIT DRIVE | [Grey Box] PROPOSED 4" CONC WALK |
| (H) SALVAGE HYDRANT-RELOCATE | CONSTRUCTION LIMITS | [Purple Box] PROPOSED BIT PVMT | [Orange Box] PROPOSED 6" CONC WALK |
| (P) PEDESTRIAN CURB RAMP | [Pink Box] INLET PROTECTION | | [Red Box] PROPOSED CONC DRIVE |
| (T) TREE TRIMMING | | | |



GENERAL NOTES:

LIMITS OF CONSTRUCTION SHALL BE AS DETERMINED AND MARKED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATION OF THE UNDERGROUND UTILITIES ARE UNKNOWN. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY BEFORE COMMENCING UNDERGROUND EXCAVATION AND VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.

REMOVE/RECONSTRUCT DRIVEWAYS, WALKS & STEPS NECESSARY TO MATCH PROPOSED CONSTRUCTION.(EXCEPT WHERE DIRECTED BY ENGINEER)

EROSION CONTROL NOTES:

INLET PROTECTION SHALL BE USED ON ALL CB'S, MH'S AND D'S FOR THE DURATION OF THE PROJECT BEFORE EXCAVATION IN ACCORDANCE WITH MnDOT SPEC. 2573.

ALL SILT FENCE SHALL BE INSTALLED ACCORDING TO ENGINEER IN THE FIELD.

ALL AREAS DISTURBED BY CONSTRUCTION SHALL RECEIVE 6" OF TOPSOIL AND BE SODDED WITHIN 14 DAYS OF COMPLETING THE WORK NECESSARY TO PROCEED WITH FINISH GRADING.



NO.	DATE	BY	REVISIONS

PLAN
MONTEREY - GRIMES

CITY OF EDINA
7450 METRO BOULEVARD
EDINA, MN 55439-3037
Ph: 952-826-0371
Fax: 952-826-0392

42nd STREET
SIDEWALK
IMPROVEMENT

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 3/7/2012

DRAWN: JCB
CHECKED: CAM
APPROVED: WDH
DATE: 3/7/2012
IMP.# S-47
CONTR.# ENG 12-X
SHEET X OF XX

APPENDIX E

Preliminary Assessment Role

Pending Assessment Roll
Morningside B
Improvement No. BA-406

	Street	PID	House No.	Owner	Assessable REU	Assessment Amount
	France Ave					
1		0702824140034	4128	Hong & Do Huu Nguyen	0.33	\$2,475
2		0702824410001	4200	Patricia Drake	0.33	\$2,475
3		0702824410019	4352	Bonita & Michael Phillips	0.33	\$2,475
4		0702824440152	4360 #1	Miriam Olson	0.17	\$1,250
5		0702824440153	4360 #2	Karen Jennings	0.17	\$1,250
6		0702824440154	4360 #3	Denise Balderson	0.17	\$1,250
7		0702824440155	4360 #4	Linda Matter	0.17	\$1,250
8		0702824440156	4360 #5	Kathryn Wehr	0.17	\$1,250
9		0702824440157	4360 #6	David & Barbaara Ingham	0.17	\$1,250
10		0702824440158	4360 #7	Richard Cook	0.17	\$1,250
11		0702824440159	4360 #8	June Garrison	0.17	\$1,250
	W 42nd St					
12		0702824140008	3908	Florence Nelson	1	\$7,500
13		0702824140007	3912	Robert & Jennifer Cossack	1	\$7,500
14		0702824410131	3915	Shari & Bruce Douglas	1	\$7,500
15		0702824410130	3919	Pamela Dopko	1	\$7,500
16		0702824140006	4000	Richard & Karrie Recker	1	\$7,500
17		0702824410129	4003	Kathy & John Simon	1	\$7,500
18		0702824140005	4004	Robert & Jaci Smolund	1	\$7,500
19		0702824410128	4005	Marion Nordstrom	1	\$7,500
20		0702824140038	4100	Golden Green LLC	1.5	\$11,250
21		0702824410084	4107	Paul Westerberg	1	\$7,500
22		0702824410124	4109	Nancy Keith	1	\$7,500
23		0702824410125	4111	Lisa Mork	1	\$7,500
24		0702824410126	4113	Patrick Goliwas & Molly Sussman	1	\$7,500
25	Scott Terrace					
		0702824410043	4208	Patricia Faulkner	1	\$7,500
26		0702824410038	4209	Stephen & Pamela Diedrich	1	\$7,500
27		0702824410037	4211	Haley & Daniel Armstrong	1	\$7,500
28		0702824410044	4212	Diance Kirking	1	\$7,500
29		0702824410036	4213	Deborah & David Lantz	1	\$7,500
30		0702824410045	4214	4214 Scott Terr Prop LLC	1	\$7,500
31		0702824410034	4217	Leo Iheanacho	1	\$7,500
32		0702824410046	4218	Robert & Marianne Schoenecker	1	\$7,500
33		0702824410035	4219	Paul & Patricia Heinrich	1	\$7,500
34		0702824410047	4220	Kim Ode & John Danicic	1	\$7,500
35		0702824410033	4221	Peter & Ellen Kaiser	1	\$7,500
36		0702824410048	4222	John Here & Jody Ann Copp	1	\$7,500
37		0702824410031	4223	Mary & David Tyler	1	\$7,500
38		0702824410049	4224	Patrick & Julia Boyle	1	\$7,500
39		0702824410032	4225	Gina Miller	1	\$7,500
40		0702824410050	4226	Sandra Conroy & Mark Jezierski	1	\$7,500
41		0702824410030	4227	Jill Yanish	1	\$7,500
42		0702824410051	4228	Judith Hale	1	\$7,500
43		0702824410029	4229	Leeann Hubbard	1	\$7,500
44		0702824410052	4230	Megan & Andrew Wirth	1	\$7,500
45		0702824410028	4231	Stephany Herrmann & Jason Banks	1	\$7,500
46		0702824410053	4232	Robert & Carolyn Schumacher	1	\$7,500
47		0702824410027	4233	John Peckham & Carole Neuwirth	1	\$7,500
48		0702824410054	4234	Mary Harper	1	\$7,500
49		0702824410026	4235	Mary & Blake Malberg	1	\$7,500
50		0702824410055	4236	Elizabeth Roemer	1	\$7,500
51		0702824410025	4237	Kristine & David Rohlf	1	\$7,500
52		0702824410056	4238	Eddie & Cynthia Wilson	1	\$7,500
53		0702824410023	4239	Randal & Jemae Guertin	1	\$7,500
54		0702824410057	4240	Rita & Jefferey Larson	1	\$7,500
55		0702824410024	4241	Deborah Anderson	1	\$7,500
56		0702824410058	4242	Theodore & Jill Johnson	1	\$7,500
57		0702824410021	4243	Elizabeth Wray	1	\$7,500
58		0702824410059	4244	Meghan & James Dunbar	1	\$7,500
59		0702824410022	4245	Suzanne & Phillip Simon	1	\$7,500
60		0702824410060	4246	Pamela & James Balabusko-Reay	1	\$7,500
61		0702824410020	4247	Thomas & Melanie Keegan	1	\$7,500
62		0702824410061	4248	David & Bonnie Sandell	1	\$7,500
63	Alden Drive					
		0702824410083	4200	Laura & Randy Sawatzky	1	\$7,500
64		0702824410082	4201	Joan Zimmerman	1	\$7,500
65		0702824410085	4202	John Murphy	1	\$7,500
66		0702824410081	4203	Pamela & James Olson	1	\$7,500
67		0702824410086	4204	Matthew & Jennifer Wilson	1	\$7,500
68		0702824410080	4205	Douglas Roy	1	\$7,500
69		0702824410087	4206	Barbara Nieland	1	\$7,500
70		0702824410079	4207	Thomas & Monica Hammersten	1	\$7,500
71		0702824410088	4208	Karen & Eddy Christensson	1	\$7,500
72		0702824410089	4210	William & Patricia Smeaton	1	\$7,500
73		0702824410078	4211	Leona & Donald Wray	1	\$7,500
74		0702824410090	4212	Mark Gittleman & Debra Oberman	1	\$7,500

Pending Assessment Roll
Morningside B
Improvement No. BA-406

75		0702824410091	4214	William & Susan Huff	1	\$7,500
76		0702824410092	4216	Todd & Denise Fryzek	1	\$7,500
77		0702824410077	4219	4219 Alden Prop LLC	1	\$7,500
78		0702824410093	4220	Diannah Shurtleff	1	\$7,500
79		0702824410094	4222	Jennelle & Andrew Zumbusch	1	\$7,500
80		0702824410075	4223	Sharon Clements & Richard Nowak	1	\$7,500
81		0702824410095	4224	Douglas & Cheryl Fuerst	1	\$7,500
82		0702824410076	4225	Brian Peterson	1	\$7,500
83		0702824410096	4226	Kimberly Korb	1	\$7,500
84		0702824410074	4227	Marian & John Cracraft	1	\$7,500
85		0702824410073	4229	Mathias & Jennifer Samuel	1	\$7,500
86		0702824410098	4230	James Shannon	1	\$7,500
87		0702824410071	4231	Tina & Daniel Rivkin	1	\$7,500
88		0702824410097	4232	Sarah Valenziano & Miles Widstrom	1	\$7,500
89		0702824410072	4233	Lori & David Hough	1	\$7,500
90		0702824410100	4234	Gretchen & Brent Moore	1	\$7,500
91		0702824410070	4235	Judith Reisman & Jane Levin	1	\$7,500
92		0702824410099	4236	Mark & Jody Nahlvosky	1	\$7,500
93		0702824410069	4237	Tillie Shoffman	1	\$7,500
94		0702824410101	4238	James Buchli	1	\$7,500
95		0702824410068	4239	Edward & Barbara Johnson	1	\$7,500
96		0702824410102	4240	Daniel Goldblatt & Kristine Paul	1	\$7,500
97		0702824410067	4241	Steven & Rosanne Malevich	1	\$7,500
98		0702824410103	4242	Robert Sells & Lauren Whipple	1	\$7,500
99		0702824410066	4243	Sydney & Christian Holly	1	\$7,500
100		0702824410104	4244	Shan & Scott Nelson	1	\$7,500
101		0702824410065	4245	Kerbert Knox JR	1	\$7,500
102		0702824410105	4246	Francis Wassmer	1	\$7,500
103		0702824410062	4247	Sarah & Cory Kudrna	1	\$7,500
104		0702824410106	4248	Cary John Franklin	1	\$7,500
105		0702824410063	4249	Todd & Kathleen Kohner	1	\$7,500
106						
		Morningside Road				
		0702824440160	3903	Lori Cao	1	\$7,500
107		0702824440074	3907	Norman Knudsen	1	\$7,500
108		0702824440079	3909	Richard Humphrey	1	\$7,500
109		0702824440080	3911	Trent Luger	1	\$7,500
110		0702824440084	3913	Scott & Gwen Smith	1	\$7,500
111		0702824440085	3915	Ryan & Nicole Williams	1	\$7,500
112		0702824440087	4001	Lawrence Olson	1	\$7,500
113		0702824440088	4003	Darlene Brown	1	\$7,500
114		0702824410064	4010	Lynn Marie Holly	1	\$7,500
115		0702824440097	4017	Judy Pfaff	1	\$7,500
116		0702824440098	4101	Michala Miller	1	\$7,500
117		0702824440100	4103	Kristine & Dwight Johnson	1	\$7,500
118		0702824440121	4105	Jilene & Jeff Framke	1	\$7,500
119		0702824440124	4107	Mary & Andrew Warner	1	\$7,500
120		0702824440120	4109	Roy & Linda Woodstrom	1	\$7,500
121		0702824410107	4110	Peter & Laurie Nordquist	1	\$7,500
122		0702824440123	4111	Morris Wee & Kristine Carlson	1	\$7,500
123		0702824440119	4113	Cynthia & Bruce Johnson	1	\$7,500
124		0702824410109	4114	James & Elizabeth Engelsma	1	\$7,500
125		0702824410109	4115	Ehren & Holly Seim	1	\$7,500
		Grimes Avenue				
126		0702824140037	4115*	City of Edina	B	\$59,999
127		0702824410127	4201	Arnout & Annelies Lijesen	0.33	\$2,475
		Eton Place				
128		0702824440096	4300	Michael & Catherine Holden	1	\$7,500
129		0702824440090	4301	David & Angela Deen	1	\$7,500
130		0702824440095	4302	Nancy & Michael Mulcahy	1	\$7,500
131		0702824440089	4303	Grant & Jane Lesse	1	\$7,500
132		0702824440099	4304	Rebecca & Mark Sorensen	1	\$7,500
133		0702824440092	4307	Patrick & Heidi Judge	1	\$7,500
134		0702824440103	4308	Edward Kintop	1	\$7,500
135		0702824440105	4310	Clarence & Amalia Falk	1	\$7,500
136		0702824440093	4311	Holly Nelson	1	\$7,500
137		0702824440104	4312	Peter Forsmark	1	\$7,500
138		0702824440094	4313	Richard Courtney	1	\$7,500
139		0702824440091	4315	Thomas & Nancy Bray	1	\$7,500
140		0702824440101	4316	Jeffrey & Ingrid Lemunyon	1	\$7,500

Preliminary Assessable Cost	\$1,036,125	\$1,036,125
Total Assessment REU	138.15	
Average Cost Per REU	\$7,500	

APPENDIX F

**City Comprehensive Plan
Update – Sidewalk and Bicycle
Facilities**

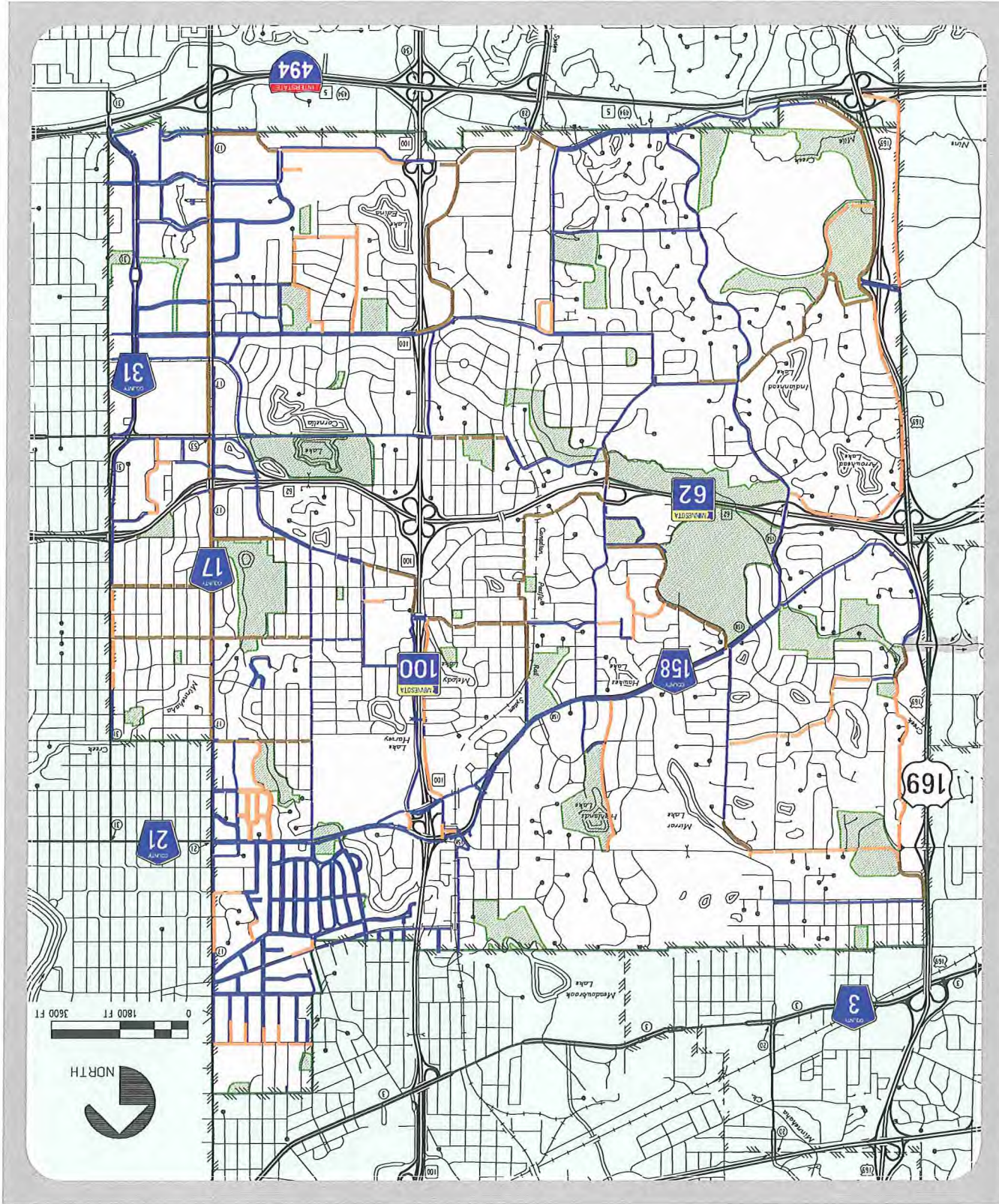


City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities
 Figure 7.10

LEGEND: Existing Sidewalk Proposed School / Business Sidewalk Proposed State-Aid Sidewalk

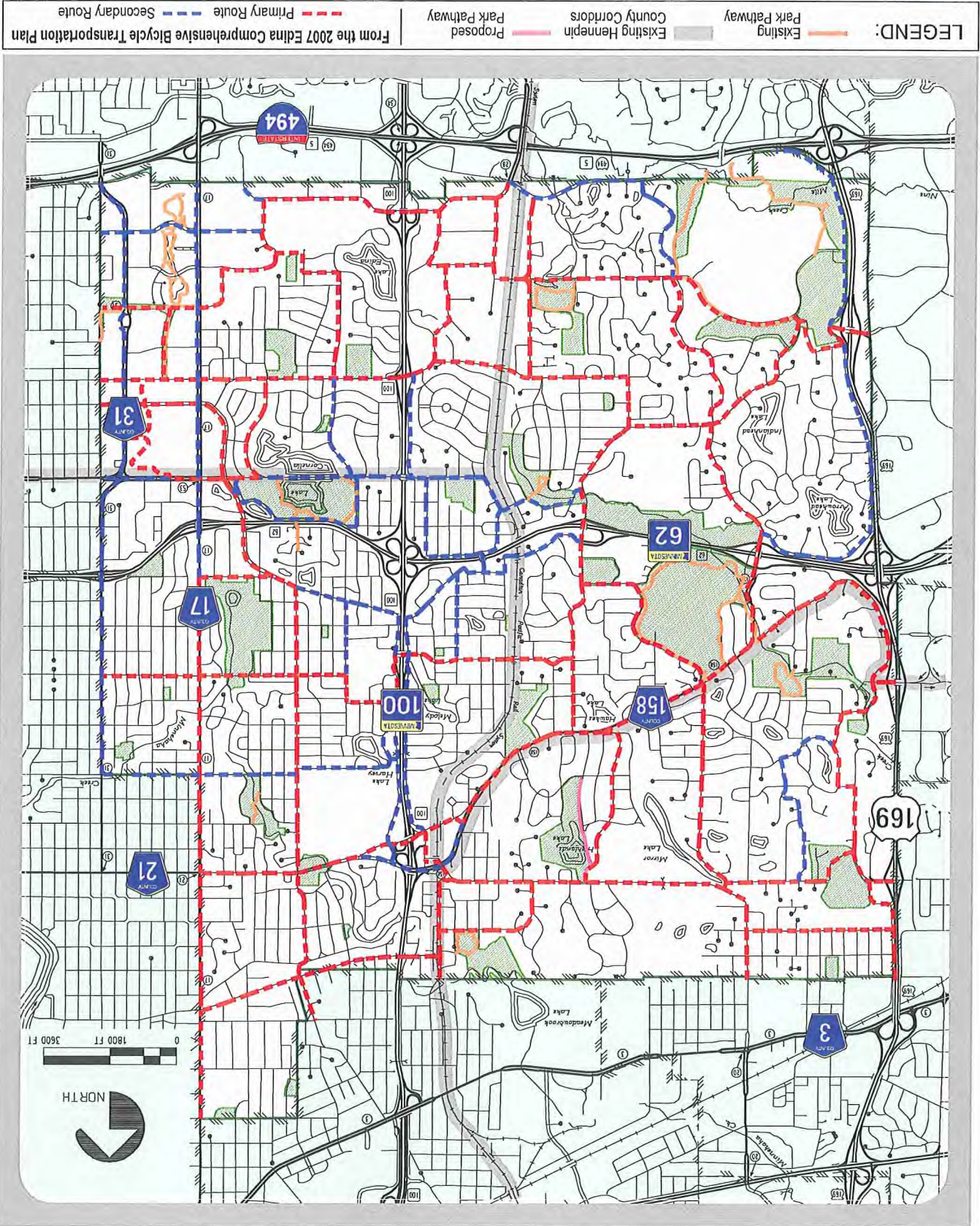
Note: Park Pathways are included on Figure 7.11

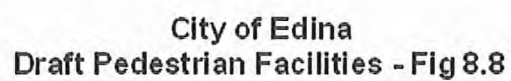




City of Edina 2008 Comprehensive Plan Update

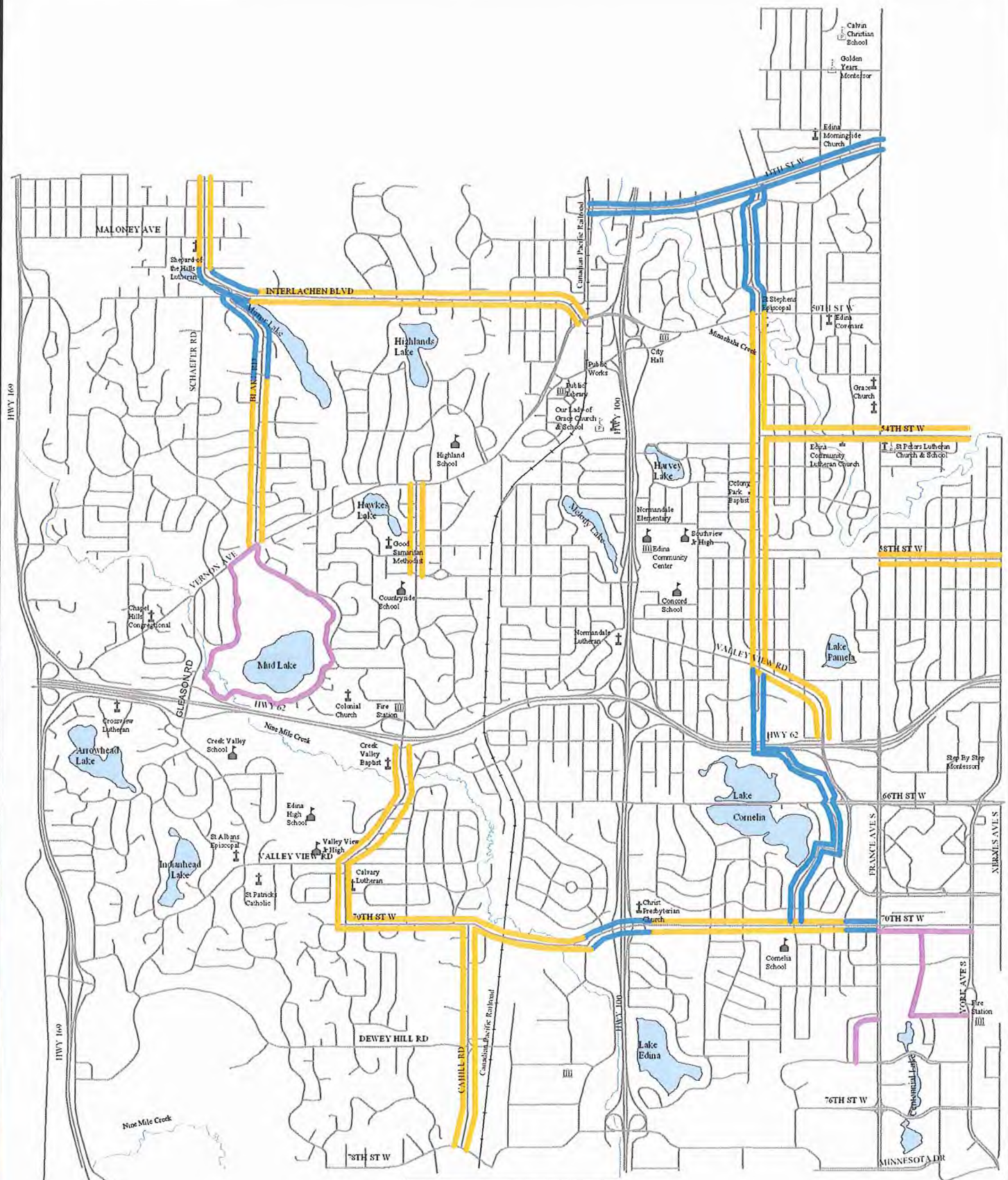
Bicycle Facilities
 Figure 7.11





-





1-494

Bicycle Facilities

- Bike Lanes
- Bike Paths
- Share the Road

1-494

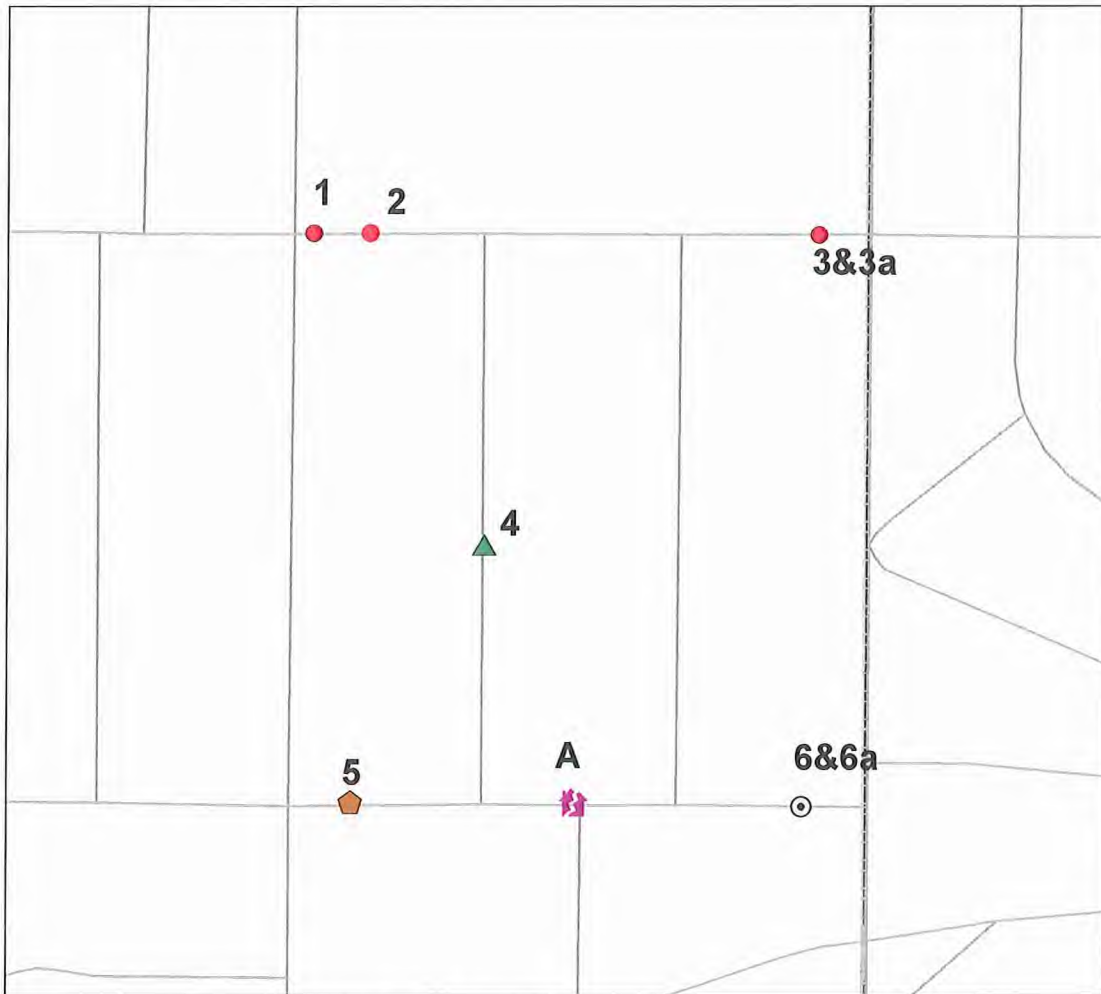


Engineering Dept
October, 2012

APPENDIX G

**2014 Morningside B Traffic and
Crash Data**

2014 Morningside B Traffic and Crash Data



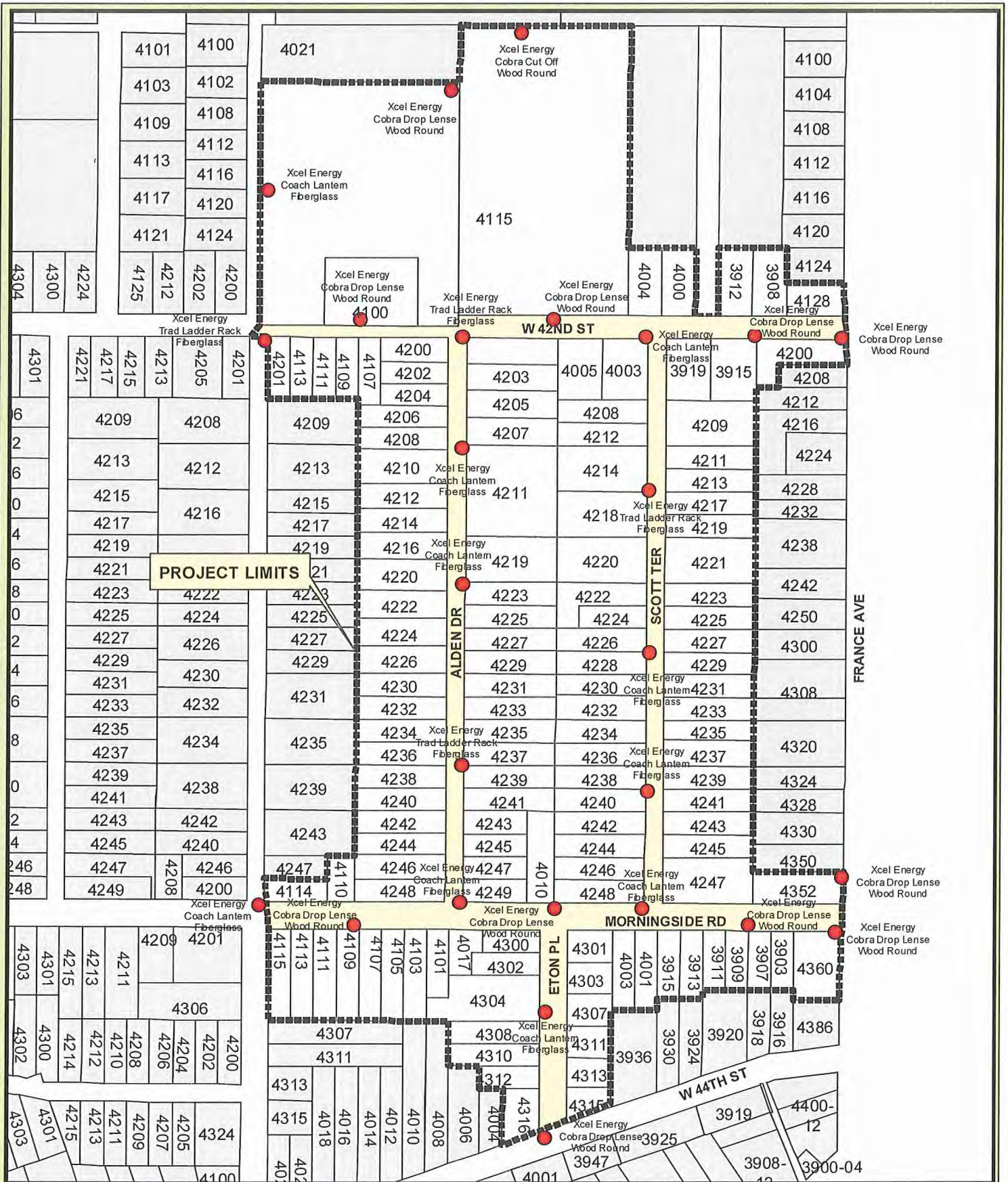
Traffic Data				
Location	Description	Year	Average Daily Traffic	85th Speed, MPH
1	42nd Street West	2005	989	28.7
2	42nd Street West	2011	1598	26.6
3	42nd Street West	2005	982	28.9
3a	42nd Street West	2013	1445	29.6
4	Alden Drive	2013	257	22.3
5	Morningside Road	2013	1783	27.6
6	Morningside Road	2003	1859	37.9
6a	Morningside Road	2013	2196	39.4

Crash Data				
Location	Severity	Year	Month	Time
A	Property Damage - No Apparent Injury	2007	Mar.	810



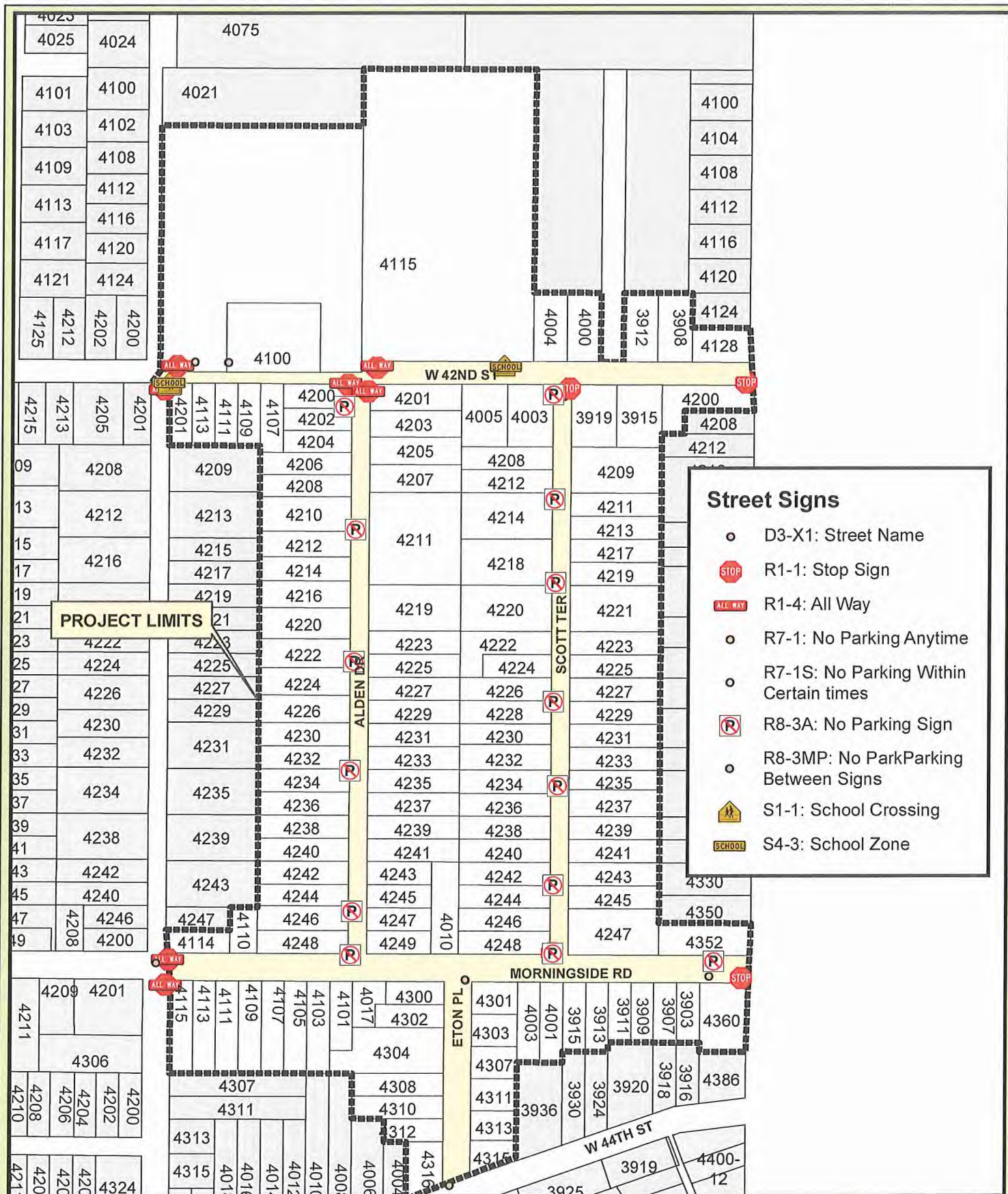
APPENDIX H

Existing Street Lights and Signs



Street Lights **Morningside B Neighborhood Roadway Reconstruction** **Improvement No: BA-406**





Signs **Morningside B Neighborhood Roadway Reconstruction** **Improvement No: BA-406**



APPENDIX I

Living Streets Policy

REPORT / RECOMMENDATION



To: City Council

Agenda Item #: VIII. A.

From: Karen M. Kurt
Assistant City Manager

Action ☒

Discussion ☐

Date: August 20, 2013

Information ☐

Subject: Approve Living Streets Policy

Action Requested:

Approve Living Streets Policy

Information / Background:

In May 2011, the City Council adopted a resolution in support of Living Streets and directed the Edina Transportation Commission to work with staff to develop a Living Streets Policy. Key steps in the development of the policy are outlined below:

- ETC formed a Living Streets Working Group. Members Paul Nelson, Jennifer Janovy and Michael Thompson played a critical role in policy development.
- The City received a \$15,000 grant from the Bloomington Health Department. These funds were used to hire a consultant to review current city policies and to provide a framework for moving forward.
- Blue Cross and Blue Shield sponsored a workshop on February 15, 2012 led by representatives from the National Complete Streets Coalition. Key community stakeholders attended and participated in a brainstorming session about Edina's vision for future streets.
- The ETC Working Group and staff prepared a draft Living Streets Policy which was reviewed with the Transportation Commission, Planning Commission, Human Rights and Relations Commission, Park Board, Energy and Environment Commission and Bike Edina Task Force. Feedback is collected for incorporation into the Living Streets Policy and future Living Streets Plan.
- The Living Streets Policy draft is reviewed during a joint work session with ETC and City Council.

Upon policy adoption, Mark Nolan, Transportation Planner, will begin working with internal and external advisory groups to draft content for the Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well best practices for community engagement during the design process.

Confirmed members of the external advisory group are:

- Arnie Bigbee, Human Rights and Relations Commission
- Claudia Carr, Planning Commission
- Jennifer Janovy, Transportation Commission
- Ellen Jones, Park Board
- Bill McCabe, Arts and Culture Commission
- Paul Nelson, Transportation Commission
- Paul Thompson, Energy and Environment Commission
- Courtney Whited, Transportation Commission

Staff is waiting for confirmation from additional representatives from the Planning Commission, Energy and Environment Commission and Community Health Committee. Additional community expertise will be sought as needed throughout the process.

Members of the internal advisory team are:

- Ross Bintner, Environmental Engineer
- Jeff Elasky, Police Lieutenant
- Susan Faus, Assistant Parks and Recreation Director
- Cindy Larson, Redevelopment Coordinator
- Chad Millner, Assistant City Engineer
- Bob Pestrud, Parks Foreman
- John Scheerer, Street Supervisor
- Jeff Siems, Fire Marshal

Additional staff expertise will be sought as needed throughout the process. Staff is also in the process of securing a \$5,000 grant from Bloomington Public Health that will be used to develop a community education and outreach plan for Living Streets.

Attachments:

Proposed Living Streets Policy



Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Policy defines Edina's vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City's 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the "do.town" effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City's Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where...

- Transportation utilizing all modes is equally safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets are inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

The City will plan, design, and build high quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.

Connectivity

- The City will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
- The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.

Exceptions:

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.
- The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
- The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas.

Design

The City will develop and adopt guidelines as part of the Living Streets Plan to direct the planning, funding, design, construction, operation, and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines will allow for context-sensitive designs.

The City's design guidelines will:

- Keep street pavement widths to the minimum necessary.
- Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield or neighborhood park. Termini will be determined by context.
- Provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.
- Provide bicycle accommodation on all primary bike routes.
- Allocate right-of-way for boulevards.
- Allocate right-of-way for parking only when necessary and not in conflict with Living Streets principles.
- Consider streets as part of our natural ecosystem and incorporate landscaping, trees, rain gardens and other features to improve air and water quality.

The design guidelines in the Living Streets Plan will be incorporated into other City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will update the Living Streets Plan.

Context Sensitivity

Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes. To accommodate these differences, the City will:

- Seek input from stakeholders;
- Design streets with a strong sense of place;
- Be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines;
- Be mindful of existing land uses and neighborhood character; and

- Coordinate with business and property owners along commercial corridors to develop vibrant commercial districts.

Benchmarks and Performance Measures

The City will monitor and measure its performance relative to this Policy. Benchmarks demonstrating success include:

- Every street and neighborhood is a comfortable place for walking and bicycling;
- Every child can walk or bike to school or a park safely;
- Seniors, children, and disabled people can cross all streets safely and comfortably;
- An active way of life is available to all;
- There are zero traffic fatalities or serious injuries;
- No unfiltered street water flows into local waterways; storm water volume is reduced; and
- Retail streets stay or become popular regional destinations.

The City will draw on the following data to measure performance. Additional performance measures may be identified as this Policy is implemented.

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Speed statistics of vehicles on local streets.

Implementation

The goal of this Policy is to define and guide the implementation of Living Streets principles. Several steps still need to be taken to reach this goal. The first step will be to develop a Living Streets Plan to guide the implementation of the Policy. The Plan will:

- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;
- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);
- Define the process by which residents participate in street design and request Living Streets improvements; and
- Define standards for bicycle and pedestrian connectivity to ensure access to key public, private and regional destinations.

Additional implementation steps include:

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis;
- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;
- Inventory building and zoning codes to bring these into agreement with Living Streets principles as established by this Policy;
- Update and document maintenance policies and practices to support Policy goals;
- Update and document enforcement policies and practices to ensure safe streets for all modes;
- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Active Routes to School Plan, etc.);
- Incorporate Living Streets as a criteria when evaluating transportation priorities in the Capital Improvement Plan (CIP);
- Review and update funding policies to ensure funding sources for Living Streets projects; and
- Coordinate with partner jurisdictions to achieve goals in this Policy.

APPENDIX J

42nd Street sidewalk Informational Meeting #2

42ND STREET SIDEWALK (WEST OF GRIMES)
INFORMATIONAL MEETING
TUESDAY, NOVEMBER 12, 2013, 7AM-9AM

	NAME	ADDRESS
1	Linda Berberoglio	4330 W 42nd St
2	Scott Smith	3913 Manningville Rd
3	Julia Rosters	4304 W 42nd St
4	Bob Cossack	3912 W. 42nd
5	Tim Gruhl	4213 Crocker
6	Susan Gruhl	"
7	Helen Burke	4246 Grimes
8	Burt Boonstra	4308 West 42nd St.
9	Chris Kimer	4022 Grimes Ave S.
10	Mindy Ahler	4244 Crocker Ave
11	Stalpers	4209 Crocker W
12	Paul Thompson	4244 Crocker
13	Ted Youel	4228 Oakdale
14	Justin Busch	4216 Lynn Ave
15	Stephanie Huss	4200 Oakdale Ave.
16	Julie Steele	4404 W. 42nd St.
17		
18		
19		
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22		
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25		

APPENDIX K

Resident Correspondence



To: Edina City Council

From: Jennifer Janovy

Re: Petition for sidewalk on Grimes Avenue, from W. 42nd Street to
Inglewood Avenue

Date: July 8, 2013

Dear Mayor Hovland and Council Members:

Attached petition for a sidewalk on the east side of Grimes Avenue, from W. 42nd Street to Inglewood Avenue.

The sidewalk was identified in the Northeast Edina Transportation Study and included among the recommendations approved by the City Council in 2008.

Grimes Avenue is a local road with an average daily volume of 1264 vehicles and 30.7 mph 85th% speed (2005 data). Parking is allowed on both sides.

There is year around pedestrian and bicyclist traffic on this section of Grimes. Although the primary bike route is shown on France Avenue, Grimes appears to be a preferred bike route for both recreational and commuter cyclists.

The street runs along the west side of Weber Park; the parking lot entrance is on Grimes.

The street also runs along two schools (Golden Years Montessori and Calvin Christian). School traffic and parking cause congestion that can make it challenging for pedestrians and cyclists.

The City plans to construct a sidewalk on the north side of W. 42nd Street, between France Avenue and Grimes Avenue, next summer (2014). If possible, the sidewalk may be extended to the City border with St. Louis Park. The Grimes sidewalk could be constructed at the same time.

Thank you for your consideration of this sidewalk. Please let me know if you have any questions.

Jennifer Janovy



To: Edina City Council

From: Jennifer Janovy

Re: Petition for sidewalk on Grimes Avenue, from W. 42nd Street to
Inglewood Avenue

Date: July 8, 2013

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Thank you for your consideration of this sidewalk. Please let me know if you have any questions.

Jennifer Janovy



City of Edina, Minnesota
CITY COUNCIL
 4801 West 50th Street • Edina, Minnesota 55424
 (952) 927-8861 • (952) 927-7645 FAX • (612) 927-5461 TDD



PETITION TO THE CITY COUNCIL

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> SIDEWALK | <input type="checkbox"/> ALLEY PAVING | <input type="checkbox"/> WATER MAIN |
| <input type="checkbox"/> STORM SEWER | <input type="checkbox"/> SANITARY SEWER | <input type="checkbox"/> STREET LIGHTING |
| <input type="checkbox"/> CURB AND GUTTER ONLY | <input type="checkbox"/> PERMANENT STREET SURFACING WITH CURB AND GUTTER | <input type="checkbox"/> OTHER: _____ |

To the Mayor and City Council:

The persons who have signed this petition ask the City Council to consider the improvements listed above to the locations listed below.

East side of Grimes along Weber Park	between	42nd	and	Inglewood
LOCATION OF IMPROVEMENT BY STREET NAME		ADDRESS		ADDRESS
LOCATION OF IMPROVEMENT BY STREET NAME	between	ADDRESS	and	ADDRESS
LOCATION OF IMPROVEMENT BY STREET NAME	between	ADDRESS	and	ADDRESS
LOCATION OF IMPROVEMENT BY STREET NAME	between	ADDRESS	and	ADDRESS

IMPORTANT NOTE: THE PERSONS WHO HAVE SIGNED THIS PETITION UNDERSTAND THAT THE CITY COUNCIL MAY ASSESS THE COSTS OF THESE IMPROVEMENTS AGAINST THE PROPERTIES BENEFITING FROM THE IMPROVEMENTS IN AMOUNTS DETERMINED BY THE COUNCIL AS AUTHORIZED BY CHAPTER 429, MINNESOTA STATUTES.

PROPERTY OWNER'S SIGNATURE	OWNER'S NAME (PRINTED)	PROPERTY ADDRESS (PRINTED)
<u>Mike Platteter</u>	Mike Platteter	4309 Brawson ST
<u>Mab Nulty</u>	Mab Nulty	4212 W 42 ST
<u>Calvin Chr. School</u>	Jim DeYoung / Jim DeYoung	4015 Inglewood Ave.S.
<u>Elizabeth Genovese</u>	Eliz. Genovese	4012 Monterey Ave
<u>Kay Johnson</u>	Kay Johnson	4211 Oakdale Ave.S.

This petition was circulated by:

<u>Jennifer Janovy</u>	<u>4016 Inglewood</u>	<u>952 926-4373</u>
NAME	ADDRESS	PHONE

There is space for more signatures on the back.

PROPERTY OWNER'S
SIGNATUREOWNER'S NAME
(PRINTED)PROPERTY ADDRESS
(PRINTED)

Susan Danzi

Susan Danzi

4013 Lynn Ave, Edina MN

Nancy Killeen

Nancy Killeen

4236 Lynn

Betsy Pfeifer

Betsy Pfeifer

4334 Calidale

Julie Steele

Julie Steele

4404 W. 42nd St.

Carolyn McIntyre

Carolyn L. McIntyre

4502 W 42nd St

~~Stephanie Pluchter~~~~Stephanie Pluchter~~~~4314 Brandon St.~~

Silene Franke

Silene Franke

4105 Morningstar

Kris Mollison

Kris Mollison

4504 W 42nd St

Karen Scal

Karen Scal

4211 Brandon St

Connie Wilke

Connie Wilke

4413 Morningside

Maty Herbst

Maty Herbst

4011 Grimes Ave S.

Ephie T Volpe

Ephie T Volpe

4007 Grimes Ave S.

Clement Volpe

Clement Volpe

4007 Grimes Ave S.

J. L. Larson

J. L. Larson

4005 GRIMES AV. S.

Emmie Burton

Emmie Burton

4003 Grimes Ave S.

Holly Abraham

Holly Abraham

4020 Grimes Ave S.

FAYSA ABRAHAM

FAYSA ABRAHAM

" " "

Annie Kennedy

Annie Kennedy

4024 Grimes Ave S.

Sara Hill Glover

Sara Hill Glover

4100 Grimes Ave S.

Jonathan Glover

Jonathan Glover

4100 Grimes Ave S.

This petition was circulated by:

Jennifer Janon

NAME

4016 Inglewood

ADDRESS

9529204873

PHONE

The Minnesota Data Practices Act requires that we inform you of your rights about the private data we are requesting on this form. Under the law, your telephone number is private data. This petition when submitted will become public information. There is no consequence for refusing to supply this information.

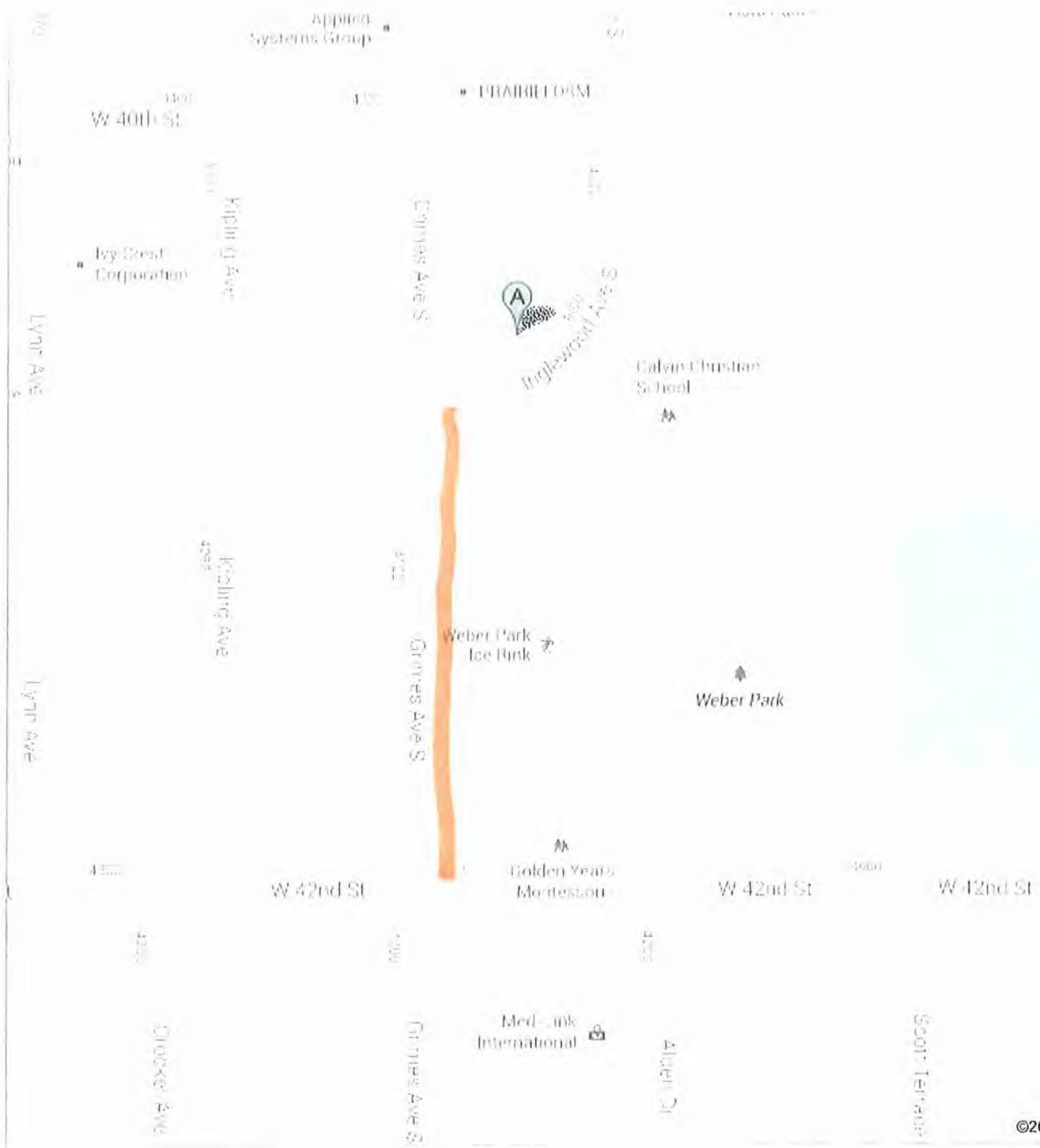
You may attach extra pages with signatures.

APRIL 2008

For side walk along the east side of
Grimes, between 42nd & Inglewood.

RECEIVED
BY: *[Signature]*
-8 2013
CITY CLERK
SEAL

side walk - east side of
Grimes along park/schools
from 42nd to Inglewood



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